



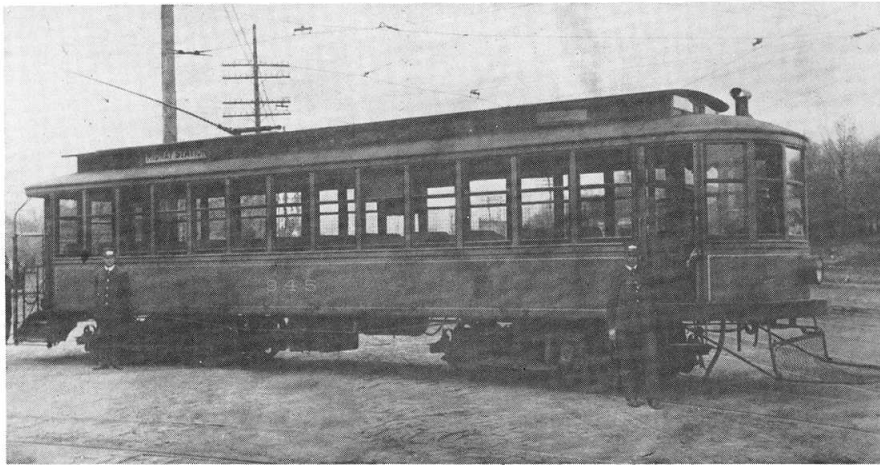
Minnesota Transportation Museum

MINNEGAZETTE

May/June 1983

About the Cover

This group of trackmen paused in their labors at 5th St. and 2nd Av. S. in downtown Minneapolis in the early 1900s. Note the stack of new ties waiting to be laid. The street was finished off with a granite block surface. The Minneapolis-St. Paul Interurban streetcar line turned this corner from 1906 through 1920. Photo from the MTM files.



Interurban car 945 bearing the sign "Midway Station" at that station in 1907. Photo from the Gene Corbey collection.

Membership Meeting May 24

The next general membership meeting of the MTM is at 7:30 p.m. on Tuesday, May 24 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul. See you there!

Presidents' Message

Dear Fellow MTM Members:

As we move into our 1983 operating season, MTM's steam division is still without a permanent home. During this critical period it is doubly important that we conduct a successful and professionally-run schedule both at Como-Harriet and at our various steam operations. I urge you to support our operating vice presidents -- Mike Buck, Traction, and Bob McNattin, Railroad -- in carrying out the difficult jobs they were elected to by the membership. Whether you are a streetcar operator or a flagman at Como-Harriet, a locomotive engineer or a crossing guard on the steam runs, each job is of equal importance to the overall operation. I personally assure you that your participation in the operating program at any level is both welcome and essential to our continued success.

I can also assure you that our site search chairmen are diligently working on several fronts and progress is slowly being made. I am still optimistic that a suitable location will be made available to us this year. I also hope that everyone will join me in thanking the officers and personnel of the Minnesota Transfer Railway for their continuing patience and generosity in providing temporary quarters for our locomotives and rolling stock. Without their help and understanding, our situation would be rather difficult indeed.

Many thanks,
Frank E. Sandberg, Jr.
President

Calendar of Events

May 20: WCCO broadcast from the Como-Harriet Streetcar Line, 1-3 p.m.
May 21-22: National Transportation Week, Midway Amtrak Depot, St. Paul; Passenger Rail Day (21st); Freight Rail Day (22nd); 328 steam train both days (tentative).
May 24: General membership meeting at BN, St. Paul.
May 27: Official reopening of the Como-Harriet Streetcar Line for 1983.
June 4: MTM Railroad Picnic at Minnesota Transfer Railway.
June 18-19: Riverfront Days, St. Paul, 328 steam train.
June 25-26: New Brighton Stockyard Days, 328 steam train.
July 16-17: Stillwater Lumberjack Days, 328 steam train.
July 26: General membership meeting at MHS, St. Paul.
July 23: Bayport, Anderson Co. picnic, 328 steam train.
July 30: Ferry move of 328 steam train to Mankato (revenue run) (tentative).
Aug. 3-5: Farm Fest, Lake Crystal, 328 steam train. (tentative)
Aug. 6: Return ferry move of 328 steam train from Mankato (revenue run).
Sept. 5: Como-Harriet Streetcar Line ends daily service; runs weekends.
Sept. 9-12: Northfield Defeat of Jesse James Days, 328 steam train.
Sept. 24-25: Diesel-powered excursion to Duluth (tentative) via Eau Claire in conjunction with Duluth's LS&M railroad excursion.
Sept. 25: 7th annual streetcar company-style MTM picnic at CHSL.
Sept. 27: General membership meeting at NWNL, Mpls.
Sept. 30-Oct. 3: Association of Rail Museums (ARM) Convention at Seashore Trolley Museum, Kennebunkport, Maine.
Oct. 1-2: New Brighton II, 328 steam train.
Oct. 22-23: Lilydale, 328 steam train.
Oct. 28-30: TRAIN Convention right here in the Twin Cities! Operation of 328 steam train, Como-Harriet Streetcar Line and our buses too!
Oct. 30: Official end of Como-Harriet Streetcar Line operating season.
Nov. 29: General membership meeting (site to be announced).
Jan. 24, 1984: Annual membership meeting and election of officers at BN, St. Paul.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes
10409 Nicollet Circle
Bloomington, MN 55420

Recertification of Streetcar Operators

The Traction Division will, in 1983, inaugurate a Recertification-Refresher-Update program for streetcar operators at the Lake Harriet site. All currently approved operators must participate in this program *prior* to scheduled operating of traction equipment in revenue service. Recertification is but an element in the total program of Training and Safety being developed for car operators at Lake Harriet.

The Recertification-Refresher-Update program is taken in response that:

1. It allows an opportunity for all currently-certified motormen/motorettes to sharpen their skills in the unique characteristics of each cars' mechanical appliances (particularly the brakes) *prior* to that first time down the right-of-way with a scheduled revenue car full of passengers.
2. It allows the divisional bureaucracy to update staff to new or revised procedures.
3. It permits that, after six or more months away from the streetcars, a vast majority of operators have expressed a desire that they may be able to try each car out *before* scheduled revenue service.

Dates for Recertification

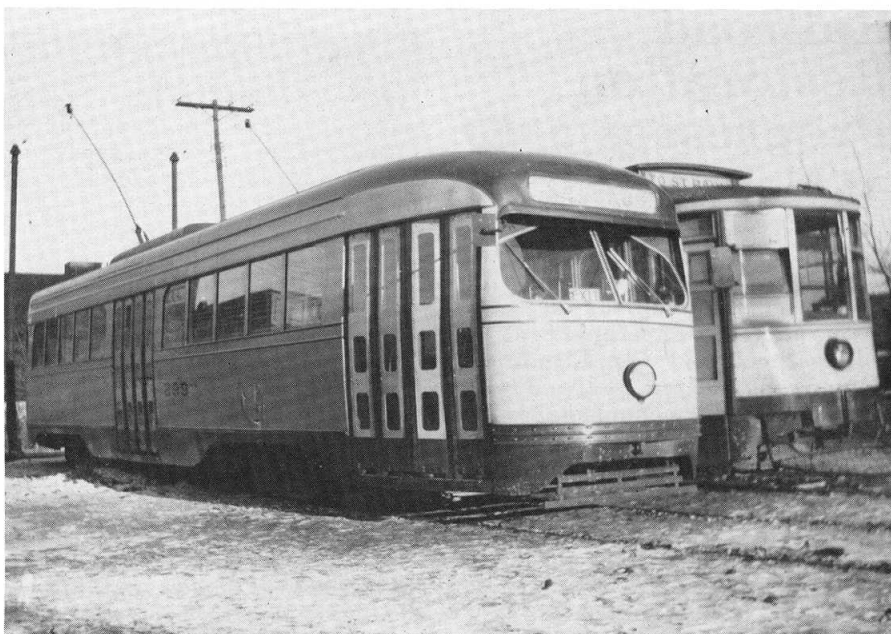
Attend one session only — report at any time

1. Thu. May 19, 5:30 p.m. til dusk
2. Fri. May 20, 5:30 p.m. til dusk
3. Sun. May 22, 9:30 a.m. til noon
4. Special arrangement with V.P., Traction (very limited)

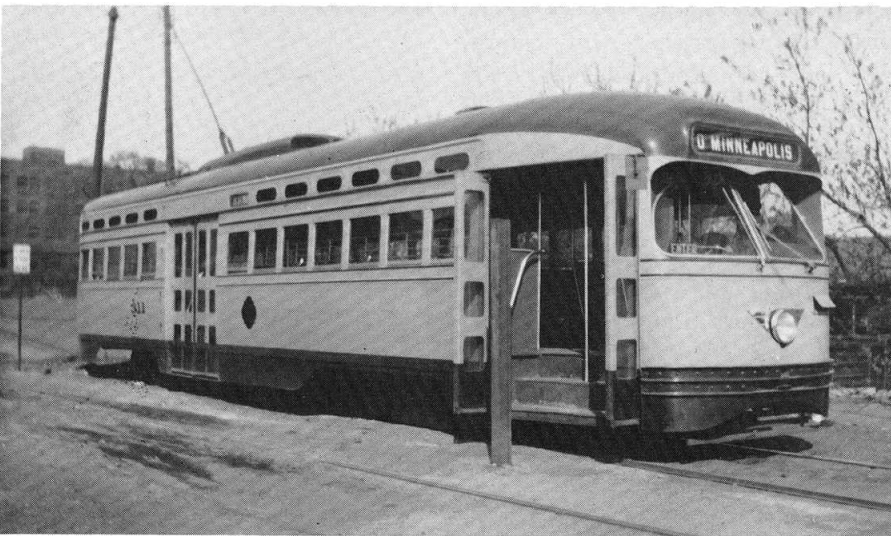
The division Superintendent for Scheduling, Regular Operations will set dates when calling for the May/-June shift calendar. Please, for the sake of uniform, safe and efficient operations at Lake Harriet, you must attend one of these sessions. It should take no more than 30 minutes of your time. Report at any time during the times listed, on the date you designate with the Superintendent for Scheduling.

New, operator-candidates will be notified of training sessions by separate mailings.

Mike Buck
Vice President, Traction



Note the styling differences between the Twin Cities' first PCC car, 299, above, and the advanced design PCC car, 311, below, both shown on the Interurban's double-track wye on 5th Av. N. at 5th St. in downtown Minneapolis. Photo by H. Svensen.



Who Will Do the Work of MTM?

There were four members: **Everybody, Somebody, Anybody** and **Nobody**. When work had to be done we asked **Everybody**, but **Everybody** was sure **Somebody** would do it. **Anybody** should have, but **Nobody** did it.

Somebody got mad because it was **Everybody's** job. **Everybody** thought **Anybody** would do it, and **Nobody** realized that **Everybody** wouldn't!

It ended up that **Everybody** blamed **Somebody**, but **Nobody** took the blame for **Anybody**.

By Dick Hofer of the Wisconsin Electric Lines newsletter. Submitted by **Scott Heiderich**.

The preceding could apply to various supervisory positions still open in MTM such as the Como-Harriet Streetcar Line grounds crew and various railroad division crews. Give your V.P. a call today and ask how you can help. Don't leave it up to **Somebody** else. There might not be **Anybody** else. Then **Nobody** will do it. If that happens **Everybody** loses out.

Railroad Restoration Progresses at New Site

The railroad restoration of the museum is progressing well at its new site. **John Larson** has accepted the position of Superintendent of Rolling Stock and **Jim Ellman** is the Superintendent of Motive Power. Aside from such monumental tasks as setting up new temporary shop facilities, we are working on our coaches and locomotives.

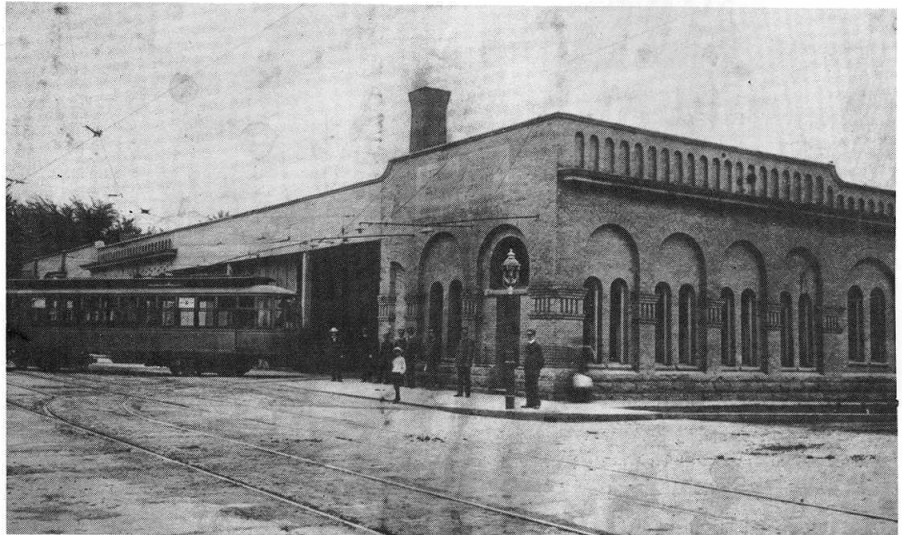
Great Northern coach 1213 is being redone and should come out of the shops this summer as an attractive Empire Builder car.

The Dan Patch diesel-electric locomotive No. 100 suffered an electrical failure and is having a switch repaired.

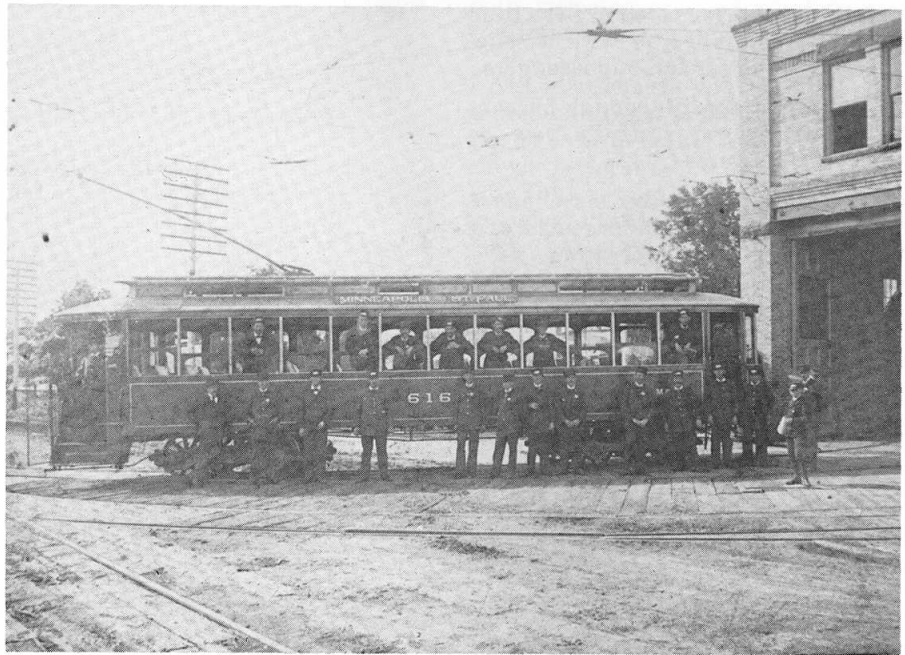
N.P. steam engine 328 is going through another season of restoration. It will be another year before it will be to a point where we are servicing and not rebuilding. The biggest lesson we have learned was that the 328 was a basket case and probably never should have been restored.

The restoration program can use help from everybody willing to lend a hand. Since MTM was forced to abandon Como Shops last August, work has been performed at the Minnesota Transfer Railroad Roundhouse on Cleveland between University and Interstate 94 (two blocks south of the Amtrak Depot) in the Midway area of St. Paul. Work hours are from 5:30 to 9:30 p.m. on Wednesdays and from 8:30 a.m. to 4:30 p.m. on Saturdays. Please volunteer your services, we can use your help. Thank you.

Thomas R. Dimond
Vice President, Restoration



The old Midway Station, on University Av. just east of Raymond Av. in St. Paul, was the home base for Interurban cars until it was replaced by a new, larger Snelling Station and car construction shop at University and Snelling in 1907. The Midway Station building still stands today. Photo from the Gene Corbey collection.



TCRT American Car Co.-built car 616 in front of the Midway Station in St. Paul in 1907. Photo by Gene Corbey.

U. S. Stamps to Honor Street Railways

The long-sought plan to honor the United States street railway has finally become a reality. In honor of the birth of the streetcar 150 years ago, the United States Post Office will issue a block of four commemorative stamps honoring the evolution of the street railway industry on October 1, 1983.

The first day issue ceremonies will take place Saturday morning, October 1, at 11:00 during the ARM Convention at the Seashore Trolley Museum in Kennebunkport, Maine. Seashore's own mail cars — an 1874-vintage electrified horsecar from New Bedford and Atlantic Shore Line car 108 — will be on hand and

may be used for cancellation of the first day covers. A first day cover will be provided for each registrant at the ARM convention.



Traction 1983 — An Update

With the winter months eroding away, and summer all-to-rapidly approaching, start up of operations at the Como-Harriet Streetcar Line cannot be long delayed. And yet, much remains to be done. The list of the division's needs is great. Hopefully, the list of volunteers to fulfill those needs will be equally as great.

For a second winter, streetcar No. 1300, our 12-year veteran at Lake Harriet, has undergone much overdue and, subsequently, massive rehabilitation. Mechanical and structural "surgery" has been extensive to say the least. The rear traction truck has been completely redone with suspension, brake, frame and electrical mechanisms being given a most thorough disassembly, inspection, repair/rebuild and reassembly.

To we "nonmechanical" esthetics, the most noticable factor is that for the first time in decades (yes, decades), streetcar 1300 once again (as I assume it once did), sits square and level; no more given an appearance of a 1950s dragster. Superstructure rehabilitation has included a rebuild of the unit's rear doors and staircase (the latter of which will be totally replaced next winter). The front platform interior woodwork, including bulkhead, has been totally stripped and revarnished. Rattan seating material has been secured for selected replacement/refinishing of cushions. Over the next two years, winter projects shall continue aboard 1300. Specific items will include:

- front traction truck rehabilitation
- rear staircase replacement
- passenger area refinishing, varnishing, cushion replacement
- exterior rehabilitation; sandblasting of frame and replacement of sub-flooring and frame members
- front and rear door and roof canvas work.

By 1985 the traction division's goal is to have completed a first rate rehabilitation of streetcar 1300.

Streetcar 265 has not remained untouched over the winter. Furbearing volunteers have weathered the chilling confines to continue finishing work, such as step, electrical and woodwork projects.

Planning continues for the eventual construction of a carbarn extension/addition at the Lake Harriet site. More than ever before, this task needs to be given priority consideration. There are three proposals for building additions under consideration. Two alternatives call for single-car size additions and a third consideration is for a two unit stall to be erected.

As the operating season draws ever nearer, members new and old are encouraged to make this a season of contribution for active participation in the museum's traction division. A true diversity of scope and depth affords nearly all members a real opportunity to become actively involved in the Como-Harriet Streetcar Line. Think about it.

1. Will you participate in Saturday morning and/or Wednesday evening work crews (vehicle and/or right-of-way)?
2. Would you volunteer to foreman a crew?
3. Will you give your talents once a month in the grounds and garden crew?
4. Would you offer to act as a foreman or coordinate and schedule the crews?

5. Will you be a member in the "car cleaners" crew?

6. Would you consider foremaning a crew? Scheduling the crews?

7. Will this be your year to once-a-month help in line maintenance?

8. Would you foreman one of these crews?

9. Will you volunteer to operate the streetcars?

10. Would you be able to participate in a most-critically needed area — **charter service operator** (weekdays)?

11. Would you be willing to learn simple, but essential car mechanical maintenance, and thereby perform routine servicing duties?

The roster of the MTM indicates the sheer number ability of membership to handle these tasks and more (streetcar No. 78 for example). Let this be your year to actively involve yourself in the traction division. For further information on how you may be part of the tradition that is the Como-Harriet Streetcar Line, please contact me.

Mike Buck
Vice President, Traction



"To St. Paul" two-man gate car 1436, one of the "coffee grinders," on University Av. passing the Great Lakes Coal Yards near Prior Av. in St. Paul in the 1940s. Photo by Norm Podas.

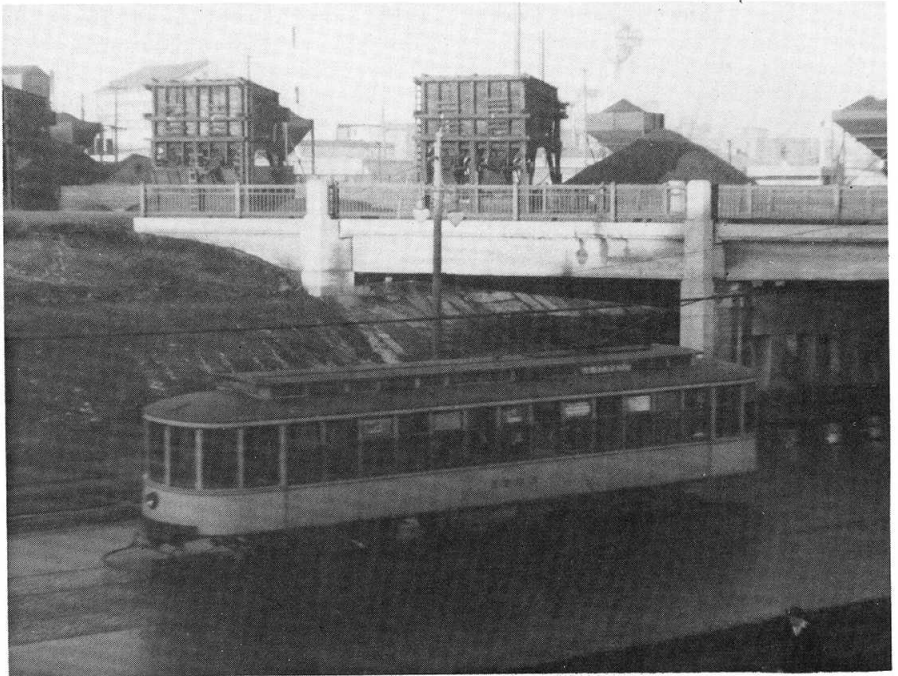
Live—From Car 265—It's WCCO Radio!

The groan of traction motors and the clanking of steel wheels running over rail joints and switches will be heard—live—on WCCO radio (830 on the AM dial) on Friday, May 20 from 1:00 until 3:00 p.m.

As part of National Transportation Week, WCCO will air a 2-hour segment aboard streetcar 265 on the Como-Harriet Streetcar Line. Radio host, Dan Hertsgaard, will emcee the remote broadcast which will include on-the-air trips down the right-of-way. Mr. Hertsgaard will operate the car on some trips and relay his experiences to his listeners in 'CCO-land.

Car 265 is expected to provide the base of operations for the broadcast with a guest appearance by car 1300 also a possibility.

The coordination and effort behind this broadcast was made possible by members **Mike Buck, Bob Ball and Gene Corbey**. So give a listen on the afternoon of May 20 for "Live—from the Como-Harriet Streetcar Line..."



"To Minneapolis" car 1743 on University Av. passing the Great Lakes Coal Yards near Prior Av. in St. Paul in the 1940s. Photo by Norm Podas.

I Knew It Would Happen

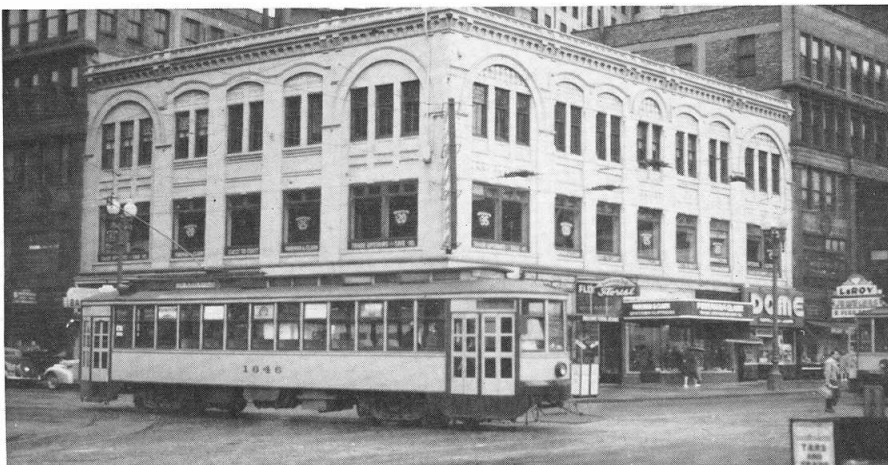
As the title of this brief article implies, that after reading the list of people who contributed largely to the restoration program of 1982, and after doing so three times, I expressed doubts that I had included everyone. Well, those doubts were well founded in two cases.

The first case involved **Terry Spangler**, to whom I have apologized to in person as well as here.

Terry was one of those individuals who just came out of the woodwork so to speak and settled in to make his contribution. Terry helped out in virtually every aspect of the restoration program from working on the locomotive and cars to doing yeoman work and the "bull" work necessary to move the shop. I thank you Terry on behalf of the museum, you've really been an asset.

The other person was **Gary Heining**, whose last name I thought until recently was spelled Neunsinger (another member named Gary). Likewise to you, Gary, I apologize and suffer the embarrassment of admitting this because I did observe your contribution to the restoration program. Gary would quietly drift into the shop, do his work, and quietly drift out, all without pretense. Thank you for your effort. You are truly an asset to the museum.

Frank P. Bifulk
Executive Vice President



Interurban one man/two man car 1846 at 5th and Hennepin in Minneapolis in the 1940s. Photo by Gene Corbey.

Nominating Committee Correction

One member of the 1983 Nominating Committee was identified incorrectly in the last issue of the **Minne-gazette**. The three committee members are **Bob Ball, Bill Graham and George Isaacs**. If you would like to offer your services as a board member of the museum in any capacity in 1984, please contact any of the named committee members.

CHSL Streetcar Rotational Assignments for 1983

The Traction Division's streetcars 265 and 1300 will be rotated in revenue service at the Como-Harriet Streetcar Line during the course of its 1983 operating season. This action is being taken for a number of reasons:

1. To provide, as much as possible, equal work-load assignments for each car, and thereby cut down on wear and tear on any one vehicle,
2. To accommodate the riding public with equal opportunities to experience both cars,
3. To permit scheduled operators with a greater likelihood to experience the unique mechanical characteristics of each individual car and to, likewise, develop and refine skills in operating each unit to a high scale of efficiency,
4. To allow a more thorough maintenance program for each unit,
5. To enable a car cleaning program to more efficiently maintain interior/exterior appearances of each vehicle and,

6. To allow operators and museum members advance knowledge of particular car operations.

Three dates are tentatively set for two-car operations at Lake Harriet. They are:

1. Sunday, May 29 (Memorial Day weekend)
2. Sunday, July 3 (Independence Day weekend)
3. Sunday, Sept. 4 (Labor Day weekend)

Operators who wish to schedule for these dates must be advised that a **one (1) hour advance-report time is required** to allow all participants to receive special operations and procedural instructions for the day's operations.

An accompanying calendar indicates the schedule of car assignments for **1300** and **265** and also indicates those dates when **both** vehicles will be in operation.

Mike Buck

Vice President, Traction

May

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29 both	30 265	31 265				

June

			1 265	2 265	3 265	4 1300
5 1300	6 1300	7 1300	8 1300	9 1300	10 1300	11 265
12 265	13 265	14 265	15 265	16 265	17 265	18 1300
19 1300	20 1300	21 1300	22 1300	23 1300	24 1300	25 265
26 265	27 265	28 265	29 265	30 265		

July

					1 265	2 1300
3 both	4 1300	5 1300	6 1300	7 1300	8 1300	9 265
10 265	11 265	12 265	13 265	14 265	15 265	16 1300
17 1300	18 1300	19 1300	20 1300	21 1300	22 1300	23 265
24 265	25 265	26 265	27 265	28 265	29 265	30 1300
31 1300						

August

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
	1 1300	2 1300	3 1300	4 1300	5 1300	6 265
7 265	8 265	9 265	10 265	11 265	12 265	13 1300
14 1300	15 1300	16 1300	17 1300	18 1300	19 1300	20 265
21 265	22 265	23 265	24 265	25 265	26 265	27 1300
28 1300	29 1300	30 1300	31 1300			

September

				1 1300	2 1300	3 265
4 both	5 265	6	7	8	9	10 1300
11 1300	12	13	14	15	16	17 265
18 265	19	20	21	22	23	24 1300
25 1300	26	27	28	29	30	

October

						1 265
2 265	3	4	5	6	7	8 1300
9 1300	10	11	12	13	14	15 265
16 265	17	18	19	20	21	22 1300
23 1300	24	25	26	27	28	29 265
30 both	31					

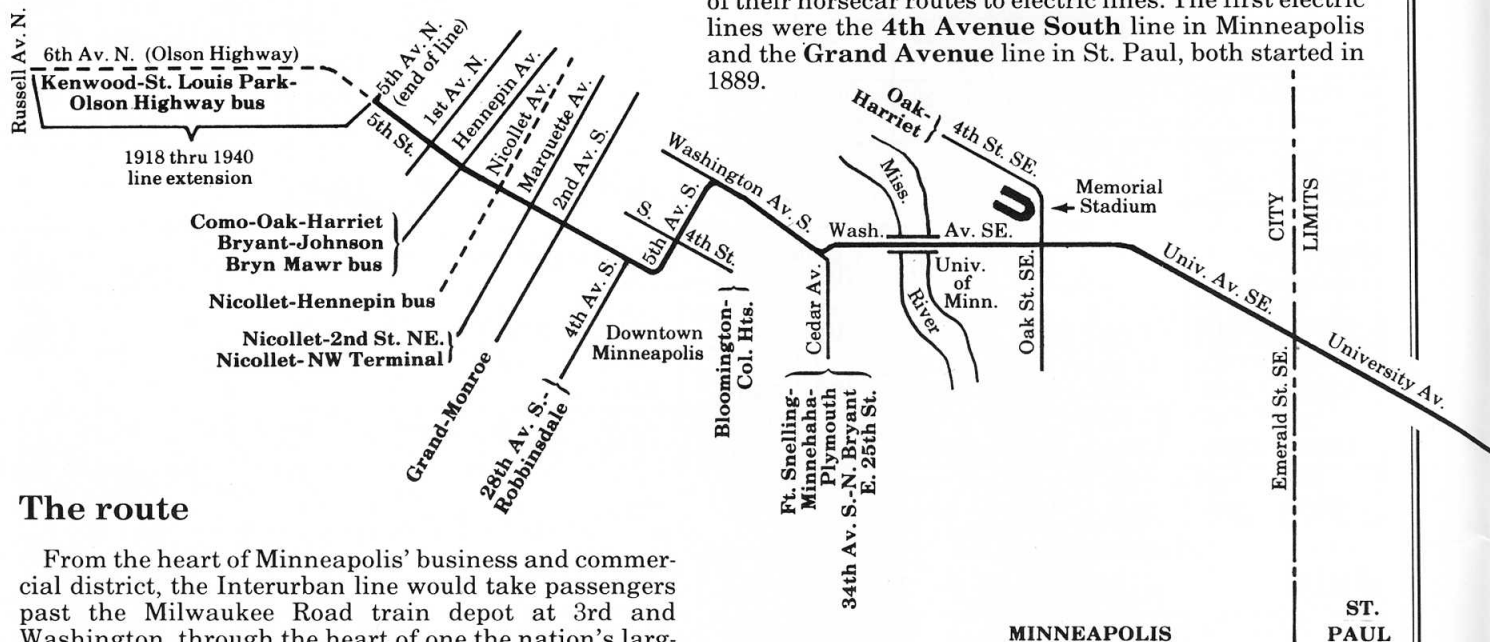
Minneapolis-St. Paul

The nation's first interurban streetcar line

Second in a series.

Many streetcar lines once whisked workers, students, picnickers and just plain fun-seekers back and forth between the Twin Cities of St. Paul and Minneapolis. We looked at one, the late, great **Selby-Lake** streetcar line in the March/April 1982 issue of the **Minnegazette**. Other interurban streetcar lines included the **Como-Harriet** (the next featured streetcar line in the series), the **Plymouth-E. 25th St.-Ford Plant/Minnehaha-Fort Snelling-W. 7th St.** and, to a smaller degree, the 2 ½-mile University of Minnesota **Inter-campus Special**. None, however, compared to the importance of the Interurban line of the **To Minneapolis** and **To St. Paul** streetcars.

Of the four main interurban streetcar lines, the **Minneapolis-St. Paul University Avenue** line provided the most direct service from one downtown to the other. This importance was reflected in the Twin City Rapid Transit Company's treatment of the line. This was TCRT's premiere line—the newest equipment with the latest features and the most frequent service—always. Many MTMers are former motormen and conductors with TCRT. Their experiences on the Interurban line are recalled in this story.



The route

From the heart of Minneapolis' business and commercial district, the Interurban line would take passengers past the Milwaukee Road train depot at 3rd and Washington, through the heart of one of the nation's largest learning institutions, the University of Minnesota, then onto the widest street in the Twin Cities, University Avenue in St. Paul. So wide is the street that concrete safety islands were installed at every streetcar passenger stop.

The line passed the main TCRT streetcar construction shop and station, the Snelling Station (which filled most of the Interurban line with streetcars from its station), Montgomery Ward, Brown & Bigelow and a host of other businesses along the grand avenue.

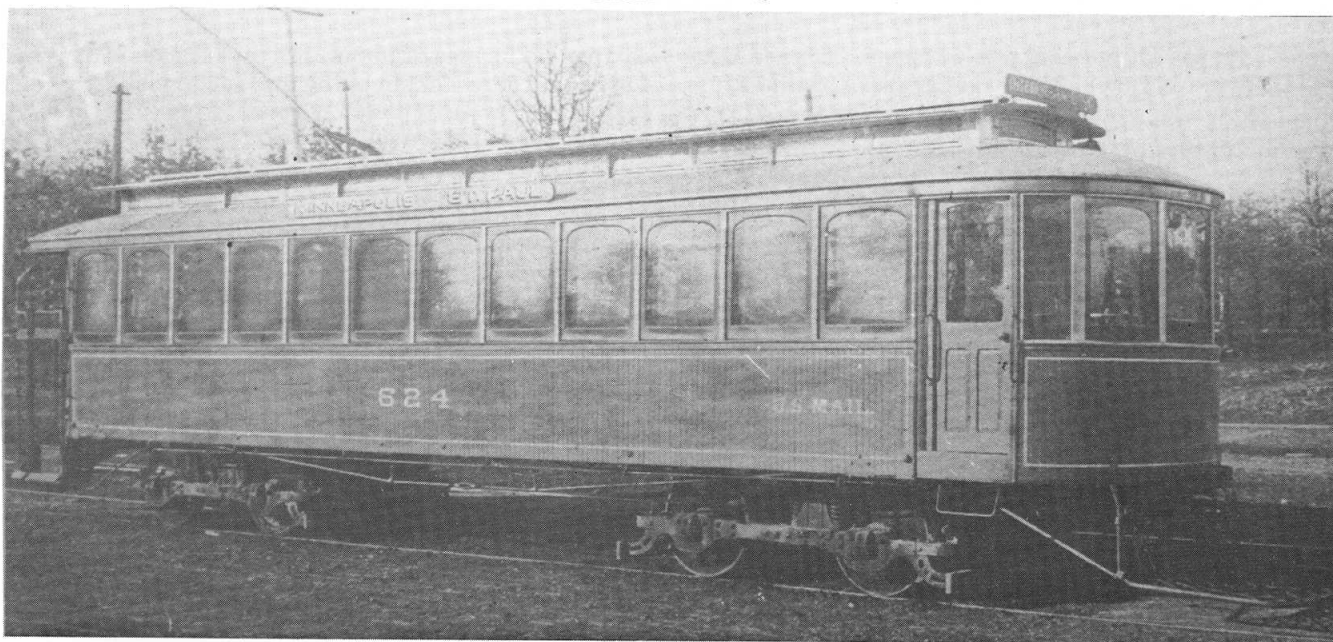
The Interurban passed Lexington Park, home of the American Association St. Paul Saints baseball team until 1956 when the team moved to the new Midway Stadium (which itself was razed in 1981). The old ball park created many a jammed streetcar particularly when fans from both cities followed their teams around when the Saints and the Minneapolis Millers would play their famed holiday morning-afternoon split doubleheaders—one game in each others' park. The Minneapolis ball park (Nicollet Park) was located across the street from TCRT's Nicollet Station at 31st and Nicollet until it was torn down in 1955.

Finally, the Interurban line passed directly in front of the State Capitol building and several other governmental buildings before terminating its run with a loop around the heart of downtown St. Paul.

The beginning

The Interurban electric line began its distinguished career in 1890 (replacing a horsecar line), just as the Minneapolis Street Railway Company (MSR) and the St. Paul City Railway Company (SPCR) were converting all of their horsecar routes to electric lines. The first electric lines were the **4th Avenue South** line in Minneapolis and the **Grand Avenue** line in St. Paul, both started in 1889.

Success of electric streetcar service in urban service led to its introduction in rural and intercity operation. In fact, the term "Interurban" was first used in 1890 to designate the intercity streetcar line between the urban areas of Minneapolis and St. Paul, and came to be used nationwide to denote intercity operations in general. Although there were four interurban lines, the University Av. line was *the* interurban line and was referred to as such, even by TCRT itself, throughout its life. The



TCRT car 624, built by the American Car Co. in 1892, on the Interurban line in the 1890s. This type of car was

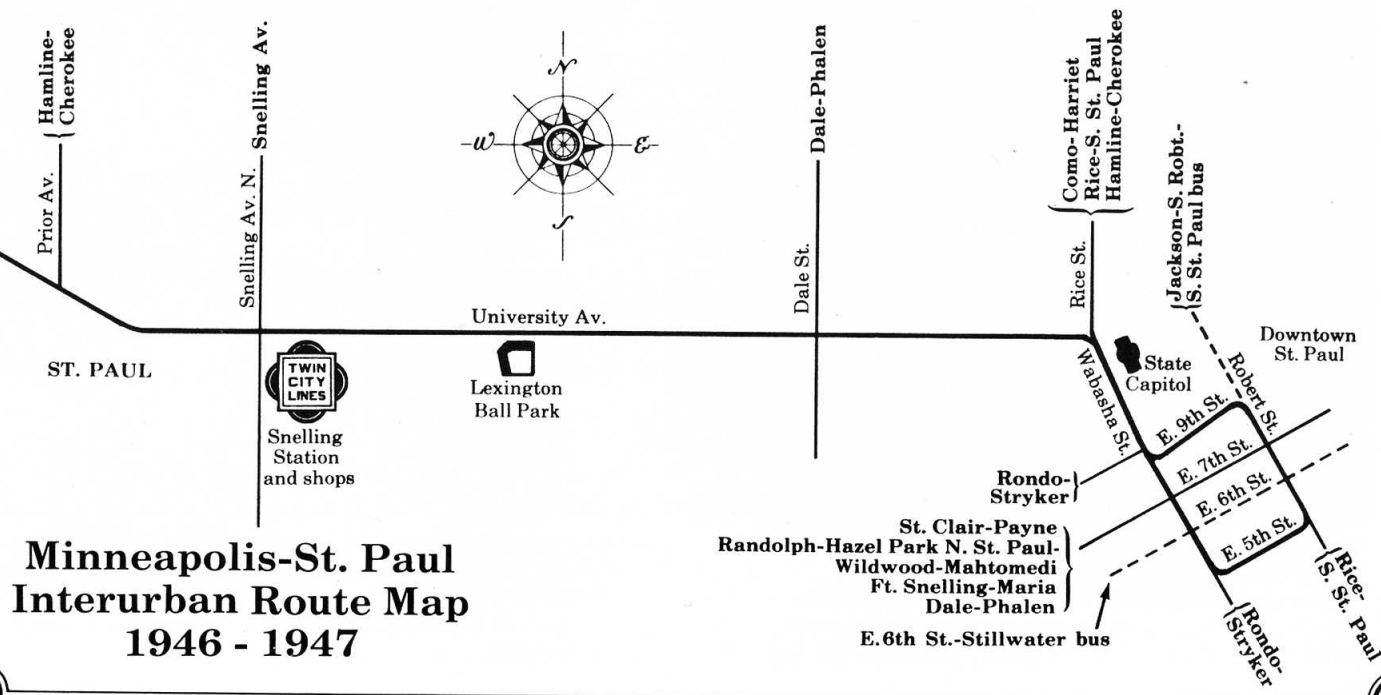
replaced by TCRT-built cars in the early 1900s. Photo from the Gene Corbey collection.

Minneapolis and St. Paul Interurban streetcar line was believed to have been the first interurban line, under any name, in the United States.

The linking of the two cities by electric rail by their respective companies (MSR & SPCR) on December 9, 1890 (and electrification of all horsecar lines in general) resulted in enormous cost overruns that forced the two companies to merge. Thomas Lowry went to New York in early 1891 to arrange loans for each company without success. However, if the companies merged, the new company would qualify for the loan. Thus, Lowry's Twin City Rapid Transit Co. (TCRT) was incorporated on June 3, 1891 (but did not begin consolidated operations until January 1, 1892).

When the Interurban electric line began operating in 1890 (on 45 lb. T rail), the 10-mile area between the two downtowns was largely open country and the streetcars traveled on private right-of-way. But the new line changed the ways of rural life and brought in an era of inexpensive, fast, frequent transportation that created a new mobility.

Track on University Av. in St. Paul from Victoria St. to the Minneapolis city limits was located on a 25-foot wide beautifully manicured strip of sodded land in the middle of the wide boulevard. All street crossings were planked. Center poles were used from Grotto St. to the city limits. Eventually they were removed, probably in the 1908 street paving project. From then on, the entire



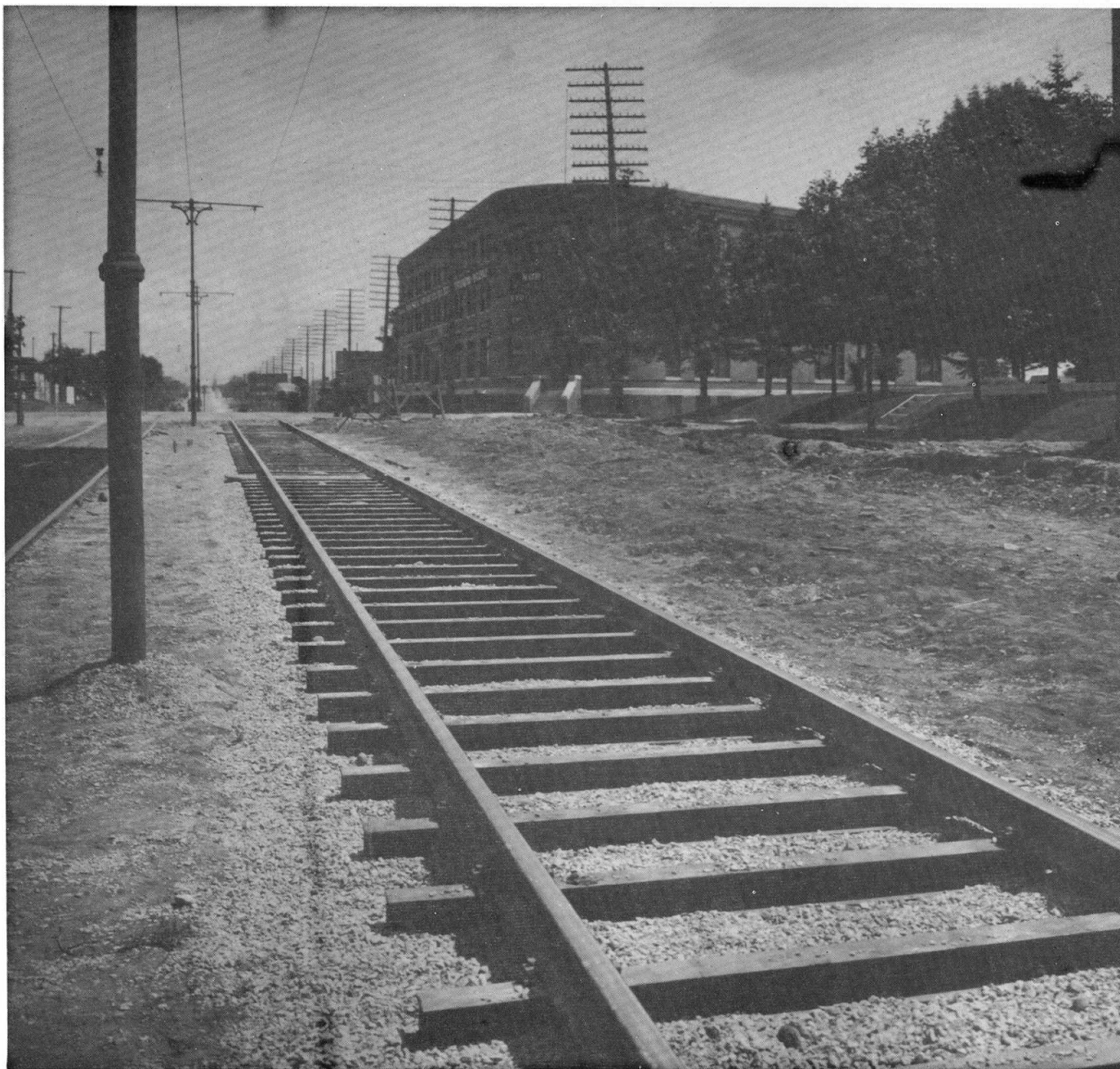
street was paved and concrete passenger islands were installed at every stop on University Av. in St. Paul.

The first Interurban cars were 24-foot single-truck open motor cars built by the LaCledde Car Co. in 1890. In early 1892, the first double-truck car to operate in the Twin Cities was tested on the Interurban line. Built by the Northern Car Co., the 35-foot 40-passenger vestibuled closed motor car with a railroad roof was rated a success and subsequently used in regular service.

The Interurban served chiefly as a local passenger

carrier (for farmers and families making short trips into towns and cities for shopping and social visits, commercial travelers or villagers going from one town to another, pleasure travel, excursions, and special events) and light freight hauler.

Seven minute headway was provided initially with running time being 54 minutes to St. Paul, and 51 minutes to Minneapolis. By 1914 headway was 50 minutes each way with four minute headway all day plus two minute headway during rush hours.



Interurban line reconstruction and street paving project on University Av. in St. Paul from Raymond Av. to the Minneapolis city limits in 1908. The photo shows steel I-beam cross ties used in this section of the project. The 1908 TCRT Construction Journal reported the following

materials used in this project: 320 steel ties, 2000 3/4" x 2-1/2" track bolts for steel ties, 2000 steel clips, 1,490 oak ties, 59.22 cubic yards of crushed rock and 2.857 tons of 5" 80 lb. T rail (106 ft. of single track). Photo from the Russell Olson collection.

Electric rail vs. steam lines

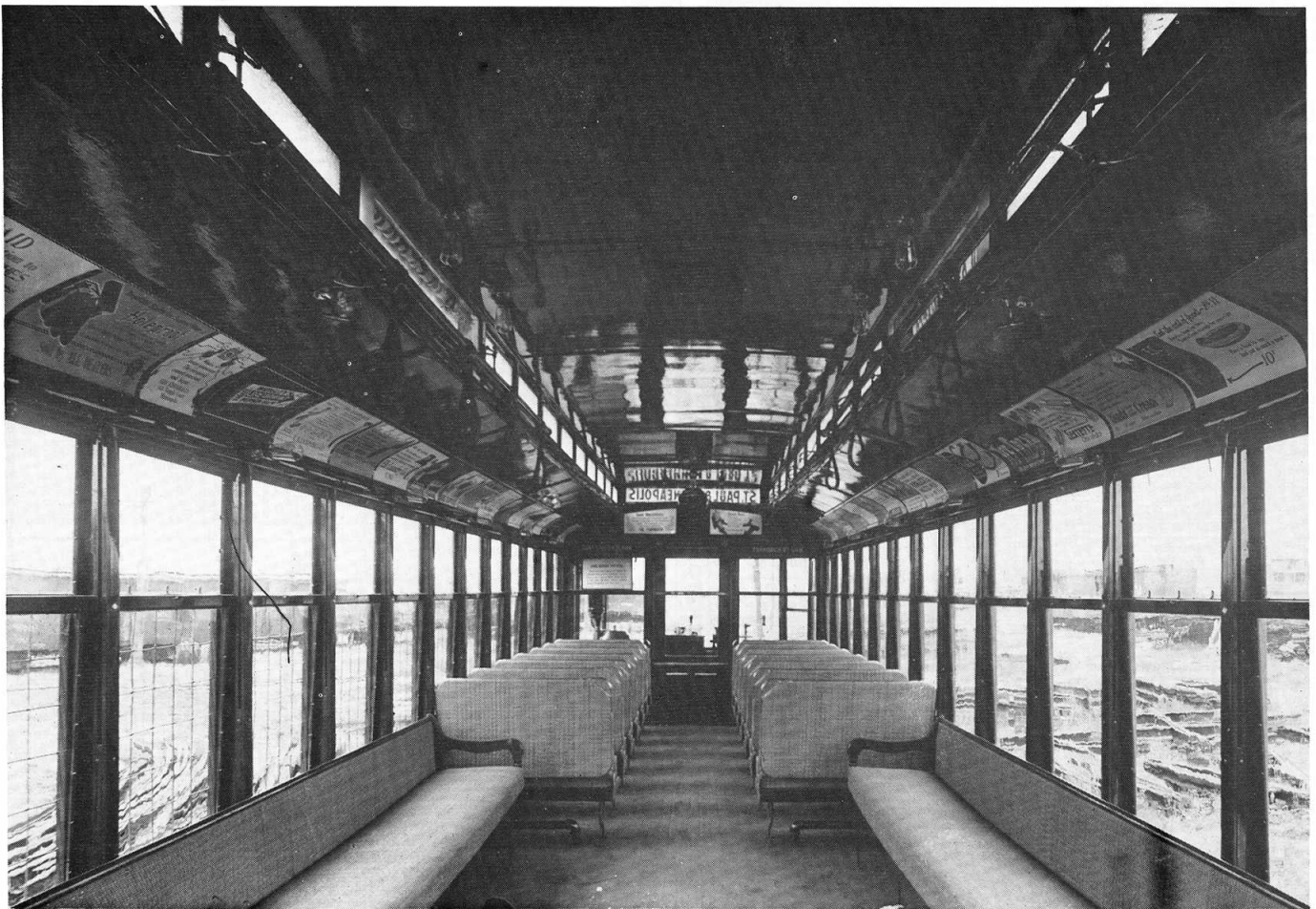
(The following are excerpts from an 1891 street railway magazine published in St. Paul)

March 1891: (Three months after the start of the Interurban electric line) "It is evident that the various railroad companies running short line trains between St. Paul and Minneapolis are in somewhat of a quandary as to what policy to pursue on account of the great amount of business being done by the interurban electric line, which has greatly reduced the business of the above companies in the passenger traffic between the two cities. As new 30-foot cars are being continually added to the electric line to meet the demands made upon them it is evident that the steam lines will soon find their business far below a paying basis and be compelled to discontinue all but regular through trains."

April 1891: "TEN TRAINS STOP!" Slowly but surely the interurban electric cars have been undermining the passenger traffic of the short line railroads between Minneapolis and St. Paul. The number of passengers carried by the short line trains has fallen off 50% since the interurban cars were started. The Milwaukee (CM&StP) has been the greatest sufferer. The interurban enters into more direct competition with that line

than with the Great Northern, as both the Milwaukee and the interurban reach Merriam Park and the more thickly settled portions of the Midway district. The Great Northern still has the traffic to and from St. Anthony Park, Hamline, and Como. Shortly after the interurban line started, the Milwaukee took off the ticket collectors on the short line trains. The volume of business had so decreased that they were no longer needed. Now it is proposed to reduce train service. Those trains which leave both St. Paul and Minneapolis at 7 & 9 a.m., and 3, 8, & 10 p.m., will be discontinued. The Milwaukee has several thru trains which will handle part of the business formerly allotted to the short lines. There will still be a train leaving Minneapolis at 3 p.m. & at 7 a.m., and one leaving St. Paul for Minneapolis at 3 p.m. The time of other thru trains will be changed slightly so as to partially supply the loss of the short line trains."

"It is understood that for sometime the Milwaukee Road has contemplated a reduction in the fare to 25 or 30 cents for a round trip between the cities, and the putting on of twice as many trains, or rather to have the present trains run half-hourly instead of hourly. By a reduction of the running time to 20 minutes which can be done with the powerful engines that have been purchased during the past year, no additional train crews would be needed and the wear and tear on the rolling stock would



Interior of a newly-built "St. Paul & Minneapolis" Interurban car sitting in the yard at Snelling Shops in St. Paul.

Note cross seats in the front of the car and long longitudinal seats in the rear. Photo from the MTM files.

Evolution of the Minneapolis-St. Paul Interurban Streetcar Line Transfer

PM. 12 3 4 5

GOING WEST
Loring Ave

GOING EAST
Loring Ave

1892-93. Jan. Feb. March April May June July Aug. Sept. Oct. Nov. Dec.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

6 7 8 9 10 11 12

1892-93

READ COND.

TRANSFER FROM INTERURBAN LINE

CONDUCTOR NO. 12

1893-94 Jan. Feb. March April May June July Aug. Sept. Oct. Nov. Dec.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

A.M. 6 7 8 9 10 11 12

P.M. 1 2 3 4 5 6 7 8 9 10 11 12

HOUR

1893-94

TWIN CITY RAPID TRANSIT CO.

INTERURBAN LINE

TO LINE PUNCHED

TO RULES OF THE COMPANY

1894 Jan. Feb. March April May June July Aug. Sept. Oct. Nov. Dec.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

A.M. 6 7 8 9 10 11 12

P.M. 1 2 3 4 5 6 7 8 9 10 11 12

HOUR

1894 (green transfer). Likeness of rider punched at bottom.

READ CONDITIONS ON BACK.

INTERURBAN

TO LINE PUNCHED.

GOING EAST.

Merriam Park Ex.

West on Hamline

N. on Rice

West on Como Av.

W. on Grand

Sever's St.

Marla Av.

Fort Snelling

Wab. and W. St. Paul

Concord and State

Mississippi Street

Lafayette and Kondo

Jackson St.

CONDUCTOR NO. 26

1894 Jan. Feb. March April May June July Aug. Sept. Oct. Nov. Dec.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

A.M. 6 7 8 9 10 11 12

P.M. 1 2 3 4 5 6 7 8 9 10 11 12

HOUR

1894

TWIN CITY RAPID TRANSIT CO.

INTERURBAN LINE

60779

1890s

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

A.M. 6 7 8 9 10 11 12

P.M. 1 2 3 4 5 6 7 8 9 10 11 12

HOUR

late 1890s

TWIN CITY RAPID TRANSIT CO.

INTERURBAN LINE

3083

1900

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

A.M. 6 7 8 9 10 11 12

P.M. 1 2 3 4 5 6 7 8 9 10 11 12

HOUR

about 1900

INTERURBAN LINE

1908

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

A.M. 6 7 8 9 10 11 12

P.M. 1 2 3 4 5 6 7 8 9 10 11 12

HOUR

1908

INTERURBAN LINE

1913

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

A.M. 6 7 8 9 10 11 12

P.M. 1 2 3 4 5 6 7 8 9 10 11 12

HOUR

1913

nsfer

All transfers were white (except where noted) with black printing. The year and transfer numbers were printed in red.
All transfers shown actual size.

OTHER SIDE.
d after time canceled, subject to
FIELD, Gen'l Mgr.
ed by
No. **26**

1st Ave S	2	3	4	5
4th Ave S	2	3	4	5
15th Ave S	2	3	4	5
Oak St	2	3	4	5
Prior Ave	2	3	4	5
GOING WEST	2	3	4	5

SUN DAY 1 11 22
 MON DAY 2 12 23
 TUES DAY 3 13 24
 WEDS DAY 4 14 25
 THURS DAY 5 15 26
 FRI DAY 6 16 27
 SATR DAY 7 17 28
 8 18 29
 9 19 30
 10 20 31

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

MINNEAPOLIS-ST. PAUL

11 047029

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

STATION
EMERGENCY
CONTINUATION

Oak St.
Prior Ave.
Dale St.
Snelling Ave.

Lines Not Crossing

AM
PM
E
W

1927 (this style used through 1946)

OTHER SIDE.
d after time
n. Gen'l Mgr.
12

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31				

GOING WEST

1st Ave S 2 3 4 5
4th Ave S 2 3 4 5
15th Ave S 2 3 4 5
Oak St 2 3 4 5
Prior Ave 2 3 4 5

AM
PM
E.B.
W.B.

SEE OTHER SIDE

Jan Feb Mar Apr May Jun July Aug Sep Oct Nov Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

MINNEAPOLIS-ST. PAUL

1947

Continuation Station **105** **04343**

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

AM
PM
E.B.
W.B.

1947

6 7 8 9 10 11 12 13 14 15 16

June July Aug. Sept. Oct. Nov. Dec.

19 023913

GOING WEST

1st Ave S	2	3	4	5
4th Ave S	2	3	4	5
15th Ave S	2	3	4	5
Oak St	2	3	4	5
Prior Ave	2	3	4	5
GOING WEST	2	3	4	5

AM
PM
E
W

SEE OTHER SIDE

Jan Feb Mar Apr May Jun July Aug Sep Oct Nov Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

MINNEAPOLIS-ST. PAUL

1949

Continuation Station **9** **49246**

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

AM
PM
E
W

1949

July Aug. Sept. Oct. Nov. Dec.

10	11	12	13	14	15	16
25	26	27	28	29	30	31

Aug. Sept. Oct. Nov. Dec.

Interurban Line

53 055121

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

Oak St.
Snelling Av.
Prior
Suburban
Lines not intersecting Snelling Av.
Emergency
West E St

SEE OTHER SIDE

Jan Feb Mar Apr May Jun July Aug Sep Oct Nov Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

MINNEAPOLIS-ST. PAUL

106 039635

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

Continuation Station
Emergency

AM
PM
E
W

Final Transfer

1953 (orange transfer).

All transfers from the Joe Hutchinson collection.

be the only considerable increase of expense. The reduction in price and running of trains half-hourly in addition to quickening the time of running, would have doubtless greatly increased the popularity of the short line, and would have won back much of its former patronage. This plan was knocked in the head by the agreement with Great Northern, which has not felt the competition of the electric line so severely, and therefore does not wish to make the change. If the line (electric) that is being petitioned for extensively to run thru the Midway district is put in, the GN will be more ready to concede to the demands of the public; so the day of cheap fares and quick time between the Twin Cities over both short lines (steam) is evidently not far distant; as the contemplated reduction of the number of trains will undoubtedly prove unsatisfactory and will drive more people than ever to the electric line."

May 1891: "The great convenience which the interurban street car service has been to the traveling public of Minneapolis and St. Paul, as well as the need for a similar improvement in the handling of light freight, has caused a discussion of whether the street car company could not be induced to carry freight between the two cities. One of the schemes proposed is to work the line conjunction with the American District Telegraph Company's of the two cities. A car could run every hour as a trailer to a common passenger street car. While it was going around the loop, it could discharge its freight upon a wagon while another was loading it up with goods."

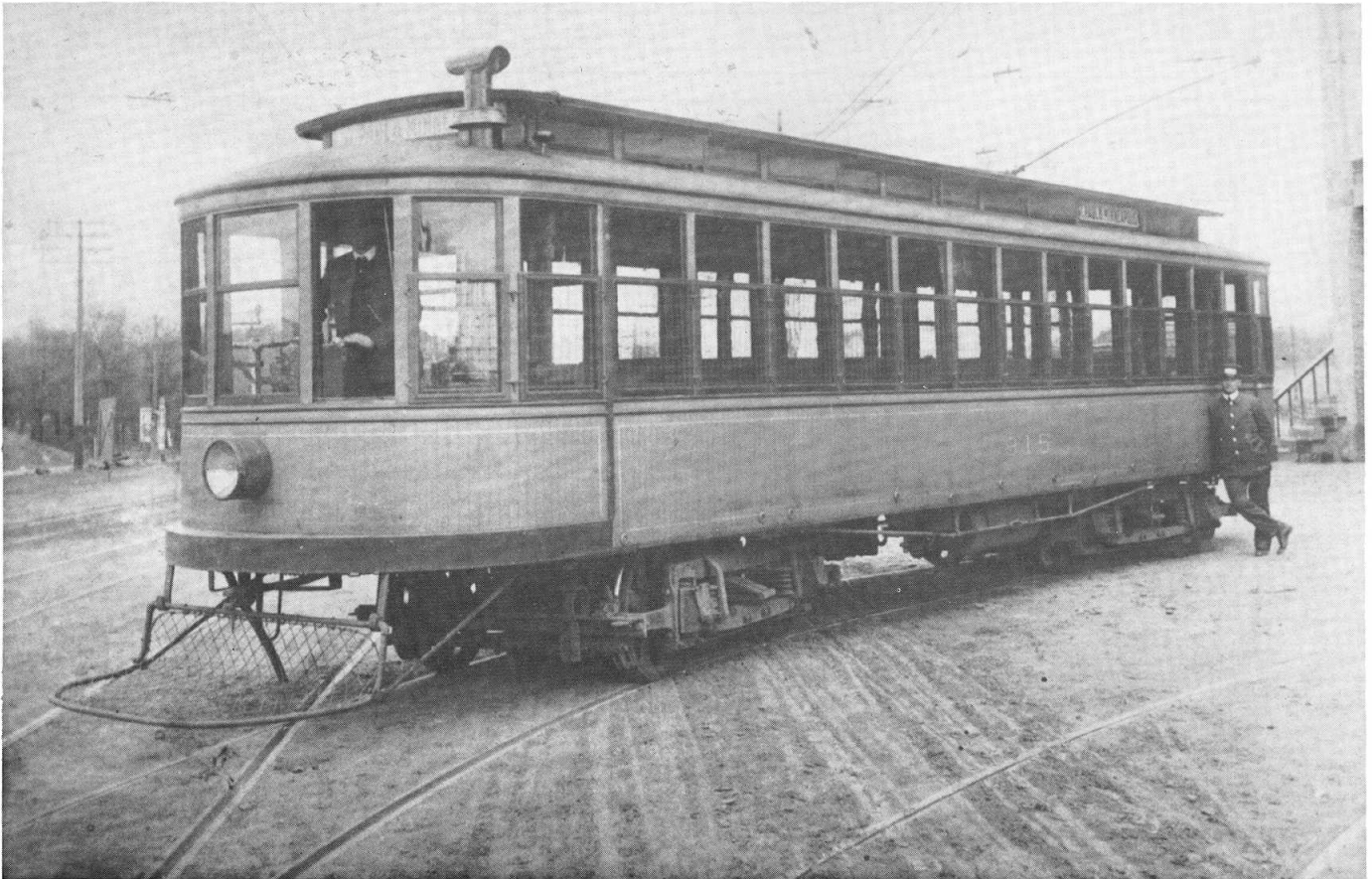
Also a U. S. Mail carrier

Mail service aboard the Interurban began August 1, 1891, when 12 cars were equipped with mail boxes similar to the original small U.S. Mail street corner boxes. Made of sheet iron they were fastened to the right-hand front side of the cars convenient to passengers as well as persons who wanted to deposit mail without boarding the cars. Each car carried an American flag and was lettered on the side "U.S. MAIL." Mail boxes were painted the same color as the streetcars. They were emptied at both ends of the line by postal agents.

By 1894 all streetcars operating in Minneapolis and St. Paul were equipped with mail boxes. The location of the mail boxes on the standard passenger cars was moved to the rear-most gate post. This mail service lasted into the early 1900s.

Home-built cars for the Interurban

In the late 1890s and early 1900s, TCRT was building hundreds of its own distinctive 46-foot long double-truck cars in its own shops at 31st and Nicollet in Minneapolis. These, too, found their way to regular service on the Interurban line. Cars 900-949, built in 1902 and all equipped with air brakes, were assigned to the **Interurban** and **Como-Harriet** lines.



"Minneapolis & St. Paul" Interurban car 915 turning onto University Av. from Midway Station in 1907. Photo from

the Gene Corbey collection.

In 1908, "fast" cars 1291 through 1309 (including MTMs 1300) were built at the company's new construction shops at Snelling and University in St. Paul. They were ordered for the Interurban line in order to cut running time. This was the first group of cars to have 34" diameter wheels as opposed to previous cars built with 33" wheels.

Interurban goes west

By 1918 demand for Interurban service on the west side of Minneapolis resulted in the Interurban line being thru-routed with the **6th Avenue North** line which ran west on 6th Av. N. (later renamed Olson Highway) out to Russell Av. N., almost to the western city limits. This was the Interurban's ultimate length—about 12 miles. In 1940 the route's trackage west of downtown Minneapolis was abandoned and the Interurban wye at 5th St. and 5th Av. N. bringing the Interurban's final line length to 10.36 miles.

"Coffee grinder" express

Bill Olsen, who operated streetcars out of the old East Mpls. Station, recalled that the gate cars that oper-

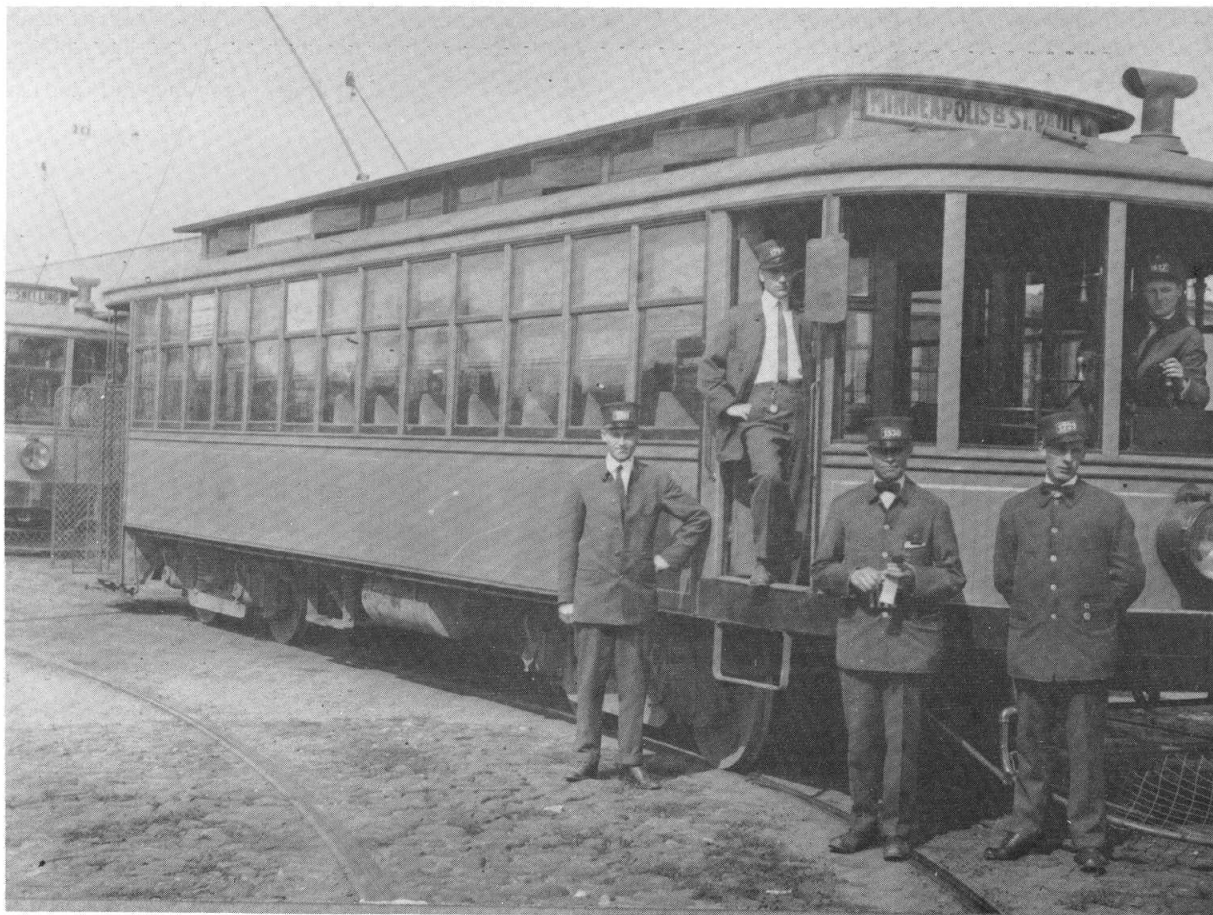
ated on the Interurban line during World War II were nicknamed "coffee grinders." They were gate cars of the 1300 and 1400 series which comprised the largest group of cars not rebuilt to one-man operation.

Whereas East Side cars had their resistor grids located beneath the frames, the 1300s and 1400s operating out of Snelling Station had them mounted in the enclosed front vestibules. As a result, the resistors generated a lot of heat forcing the motormen to leave the front vestibule door open and to remove the cab windows to cool off.

To further reduce the heat, motormen had to notch up their controllers very carefully (especially the first three notches) and also avoid spinning the wheels and throwing a breaker because the cutoff switches didn't always work. Probably because of these conditions, passengers noted very smooth operation of these gate cars.

Supplemental "express" bus service

Bill also recalls riding the old Mack C-2 express buses that provided supplemental service to the Interurban line before the PCC cars were introduced. These buses first saw service to Excelsior in the 1930s after the streetcar service to Lake Minnetonka was abandoned.



"Minneapolis & St. Paul" gate car 1297 in about 1910. Note the single private motorman's door, accessed by a one-step rung. All TCRT streetcars, including MTMs 1300, were built in this configuration. Car 1297 was rebuilt to

one-man/two-man operation in 1931 and scrapped at the end of rail operations in 1954. Photo from the Gene Corbey collection.

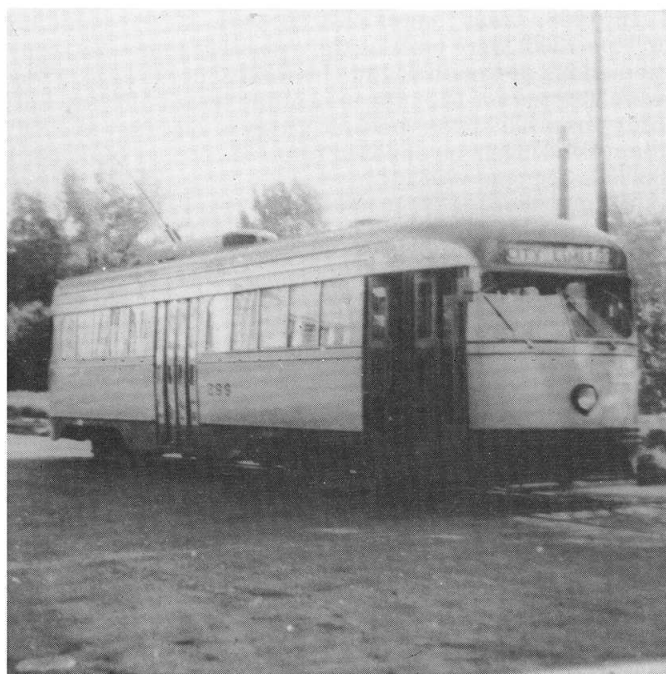
Although these buses provided some comfort with their high-back seats, they were not ideal for busy University Av. Typically they were slow starting and, worse yet, slow stopping! It was not uncommon to see one of these "express" buses charging towards passengers walking from the curb towards the safety islands to board a waiting streetcar and sailing through an intersection against a red light with its horn blaring! The arrival of the PCC cars eliminated that threat on University Av.

Arrival of the PCC cars

During World War II, TCRT began looking for a new streetcar with which to upgrade its fleet. The President's Conference Car (PCC), developed in the 1930s at the request of the nation's street railway companies, was the most likely candidate.

In January 1945, PCC car number 1547, built by the St. Louis Car Co. for Pittsburgh, Pa., was diverted to the Twin Cities instead for test operations. In its Pittsburgh color scheme of red below the beltline and a cream upper body and roof, PCC 1547 underwent considerable testing on several lines but mainly on the University Av. Interurban line. TCRT's last pro-rail president, D. J. Strouse, liked the PCC car so much that he reportedly refused to release it to Pittsburgh. Ultimately, Pittsburgh received a second 1547 from the builder.

Only select motormen were permitted to operate the Twin Cities' only PCC car and great care was taken by those operating it. The car had its own schedule on the



TCRT PCC car 299 (ex-Pittsburgh 1547) bearing the sign "City Limits" backed into the wye on Emerald St. SE. off University Av. at the Minneapolis-St. Paul city limits in the 1940s. No. 299 was the only PCC car to bear black-lettering-on-white destination signs—like those on the standard cars. Photo by Gene Corbey.



Interurban gate car 1515 westbound on University Av. in front of the Montgomery Wards store in St. Paul in the 1920s. The sign reads "Univ. to Snelling" which indicates that 1515 was terminating its run at the Snelling Station

located just beyond Wards. No. 1515 was rebuilt to a one-man/two-man car (like 1300) in 1934, later received steel siding, and was scrapped in 1954. Photo courtesy of the Minnesota Historical Society.

Interurban line and riders would wait especially for it. Finally, TCRT bought the car and ordered 40 of an advanced version of the PCC car to be delivered in late 1946.

As owner of the trial PCC car, TCRT decided to repaint ex-Pittsburgh car 1547 in the standard TCRT yellow with moss green roof and floorline. **Bill Olsen** recalls that before the PCC car went into the paint shop, it reportedly was struck by an oncoming truck on University Av. The truck driver, who was driving between the safety islands, mistook the unfamiliar red and cream PCC for another truck and had expected it to move towards the curb as his truck approached.

The PCC car was repaired and repainted in the more familiar TCRT colors. At first, the PCC fleet was to be assigned numbers in the 3000 series. Company officials dropped a zero and began with 300. However, because the trial PCC was a test car and somewhat of an oddball in appearance as compared to the coming fleet of advanced PCC cars, it came out of the paint shop emblazoned with 299. It turned out to be the only PCC car in service in the Twin Cities for 22 months.

The entire first shipment of 40 PCC cars was scheduled to operate on the system's busiest line, the **Chicago-Penn-Fremont** line in Minneapolis. But TCRT decided to share the PCC cars between the cities and placed them all on the Interurban line on December 11, 1946, providing full PCC service during nonpeak hours. The PCCs were all two-man operated and seated 53 passengers, five more than the standard two-man gatecars that they replaced. At its peak, TCRT operated

141 PCC cars numbered from 299 through 439. One-man PCC cars seated 55 passengers with the conductor's seat and farebox opposite the center doors replaced with a cross seat.

Fun at Snelling and University

Al Johnson was a motorman at Snelling Station from 1946 until the cessation of rail operations in 1954. He frequently worked the Interurban line. Although his service generally was uneventful, Al remembers one incident in particular.

Al was coming into Snelling Station from Minneapolis after a run on the Interurban line aboard a 1300-type standard one-man car one fall Saturday afternoon. The electric switch just past the intersection of Snelling and University had conked out so Al threw the switch by hand.

The front truck took the switch but the rear truck continued east on University towards St. Paul! The old car "jackknifed" and the rear truck derailed, just as a fleet of "extras" was preparing to head out for Memorial Stadium to pick up a waiting crowd of Minnesota Gopher football fans! The crowd wound up waiting a little longer than usual.

As often happened, fingers were pointed in every direction. The mechanical department blamed the track department. The track department blamed the mechanical department. Both pointed secondary fingers at the poor motorman.



A string of "Minneapolis & St. Paul" gate cars headed west on University Av. near Prior Av. in St. Paul in the 1920s. The car in the foreground was heading up and over the railroad tracks next to the Minnesota Transfer Railway Co.

Later, the crossing was reversed; University Av. was lowered and a new railroad bridge was built over University Av. Photo from the Norm Podas collection.



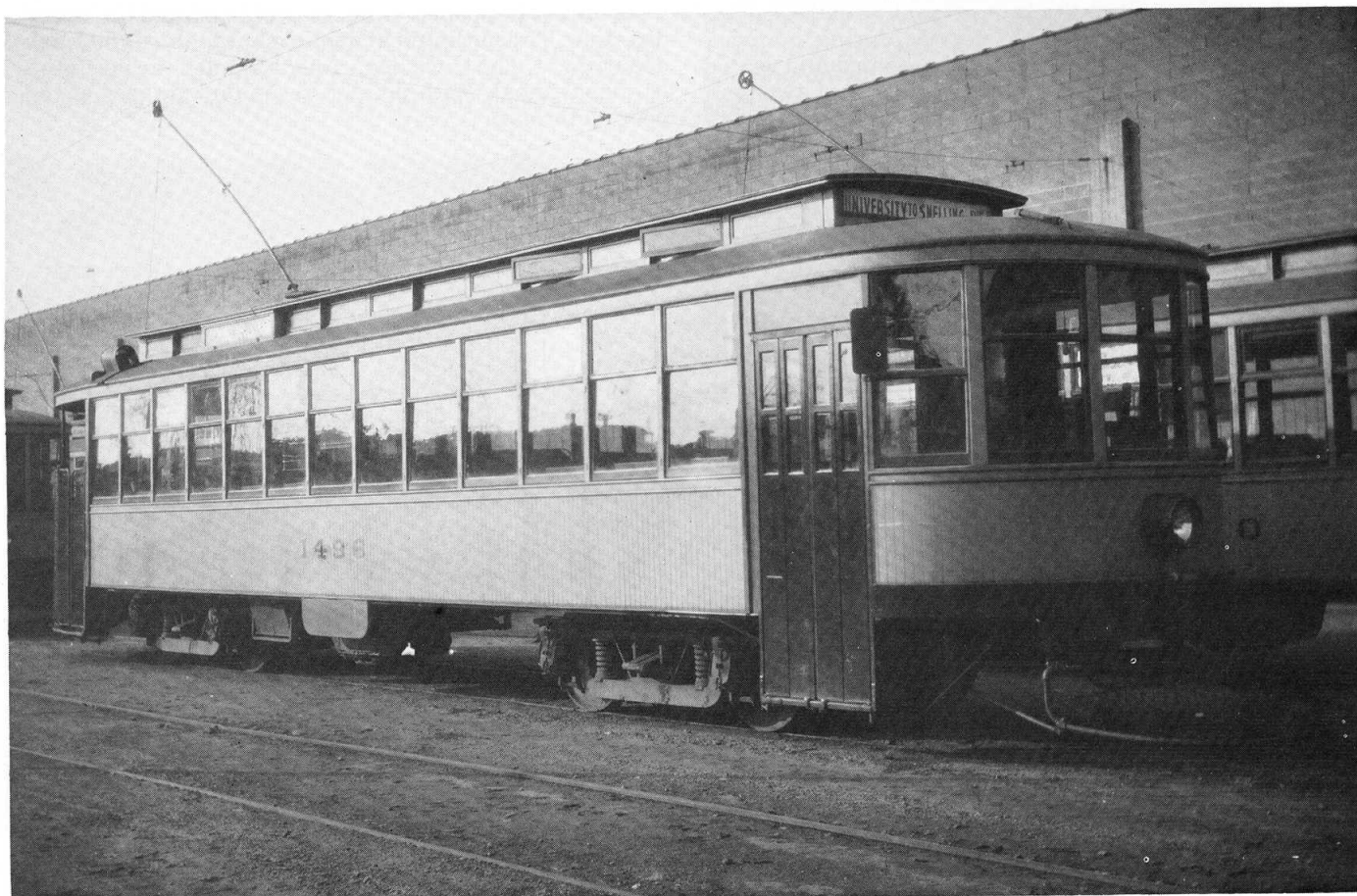
"To St. Paul" gate car 1417 starting out for St. Paul on 5th St. near 3rd Av. N. in downtown Minneapolis in the 1940s. The Honeywell plant is in the background. Photo by Gene Corbey.

A teen-aged conductor on the Interurban

Gene Corbey was a conductor with TCRT for three years starting on his 16th birthday just before the end of World War II in 1945. Working out of Snelling Station, Gene collected fares on the **Interurban, Selby-Lake, Grand Av., St. Clair, Randolph and Como-Harriet** (St. Paul half) streetcar lines. Gene worked many times with fellow MTMer and motorman **Al Johnson**.

In the years before the shutdown of the streetcar rehabilitation program in late 1949, about 1,000 people worked at Snelling Station keeping TCRT's grand old cars in top shape, mechanically and physically. Gene recalls that the company even provided its employees with free rides home on streetcar specials. Not only did they get free rides, but free transfers to other lines as well.

Each weekday at 4:10 p.m., three streetcars (sometimes with Gene as conductor) would pull up near the employees door and wait for the 4:15 whistle atop TCRT's water tower to blow signaling the end of another work day. Quickly the old cars filled with homebound workers and the cars would head out in different directions.



Two-man gate car 1496 bearing the sign "University to Snelling Ave." at Snelling Station sometime between 1923 (when it received its front exit doors) and 1934 (when it was rebuilt into a one-man/two-man car). Car 1496 also received steel siding in a later reconditioning. It was sold

in 1954 to a couple in Inver Grove Heights, Minn. who converted the body to a chapel. MTM bought the car body in 1978 and has leased it to Bandana Square for static display until its day for restoration arrives. Photo from the MTM files.

One car would head west on University Av. and proceed on the Interurban route to its terminus in downtown Minneapolis at 5th St. and 5th Av. N. A second car would head east on University and follow the Interurban route to downtown St. Paul where it would loop on its usual terminus of Wabasha, 5th, Robert and 9th Sts., the same loop used by the **Como-Harriet** streetcar line. If space permitted, the car picked up passengers as would a normal **To Minneapolis** or **To St. Paul** car. The cars then would return to the shops bearing the **Univ. to Snelling** signs.

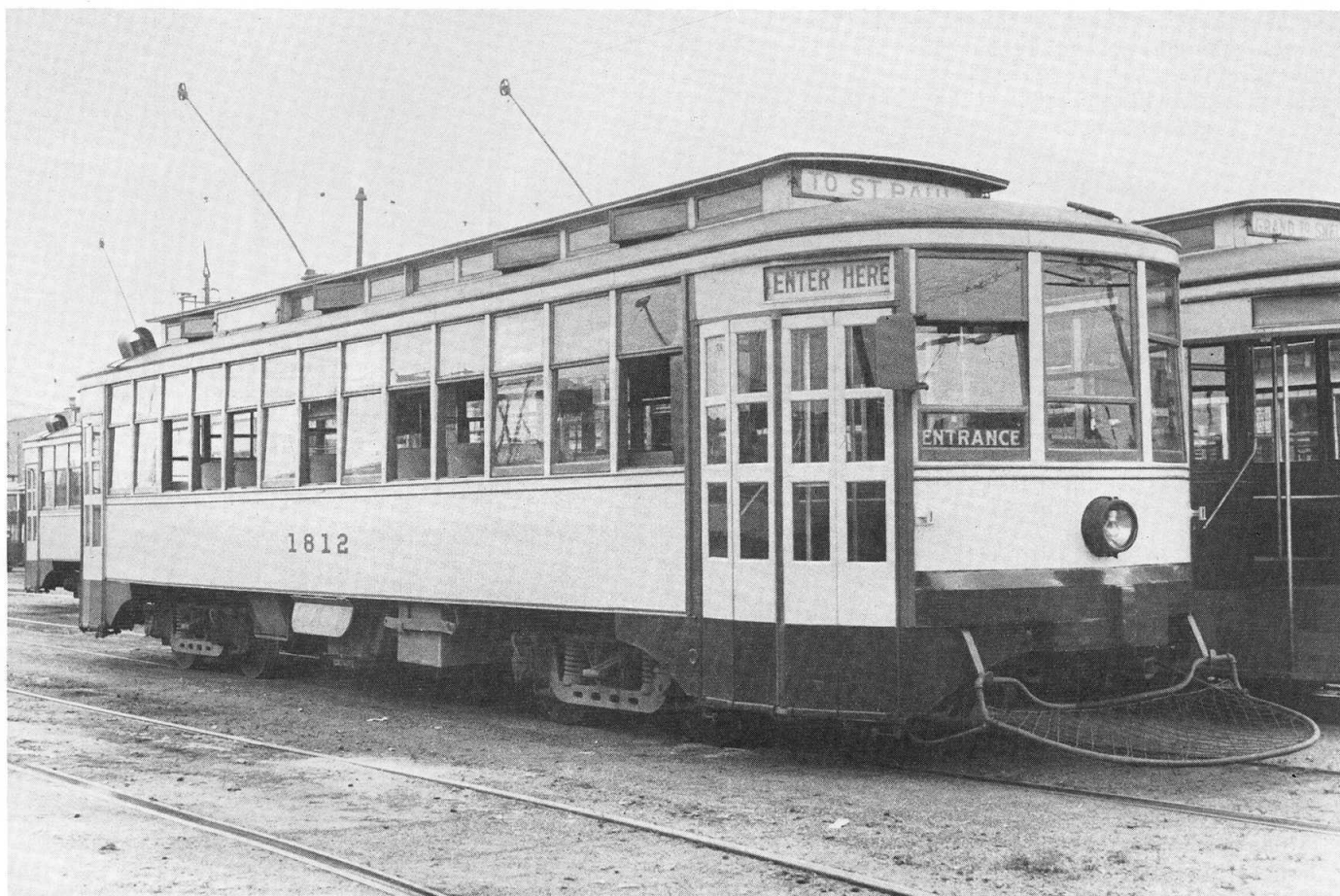
The third "workers special" streetcar would head south on Snelling Av. to Selby Av., turn west and travel the **Selby-Lake** route all the way to its Lake and Hennepin terminus in Minneapolis. Again, space permitting, it became a normal **Selby-Lake** car to Minneapolis, but with its sign cranked to **Selby to Snelling** on the return trip.

Gene worked the Interurban line more than any other, gate cars as well as PCC cars. He witnessed the arrival of the PCC fleet and was a conductor often on car 299 when it still wore the Pittsburgh colors as the Twin Cities' only PCC car. On its regular schedule, 299 pulled into Snelling Station at 11:53 p.m. nightly and never was used as an owl car—until the first shipment of 40 PCC cars arrived.

Although Gene's tenure on the Interurban line was generally uneventful, he recalls a couple of interesting events. One slippery Saturday morning, Gene's streetcar was going downhill on University Av. near Rice St. in St. Paul when a motorist in a 1936 Hudson cut right in front of his streetcar. The driver's rear bumper hooked the front truck of the streetcar in such a way that the bumper was launched from his car like from a slingshot and sailed about a block. The embarrassed driver drove on not realizing his bumper had gone in a different direction.

Then on a Saturday night, Gene was working the bar runs—shuttling the heavy crowds that rode the streetcars to and from the Prom Ballroom and taverns that dotted St. Paul's University Av. As the car neared the Minneapolis city limits, Gene hollered the familiar "City Limits - First Fare Limit!" But by then he and most of the passengers noticed an odor aboard the car. On the heater behind the backup control box on the rear platform, a passenger had left a package of fish! The fish—and some passengers—got off at the next stop.

The Interurban streetcar conductor also had to assume the job of flagman at times. The Interurban line crossed a railroad track on Washington Av. SE. in Minneapolis. The railroad watchman went home at midnight, however, and it was the duty of the streetcar conductor (Gene) to get off the car and to flag it across the railroad track during the wee hours.



"To St. Paul" one-man/two-man car 1812 at Snelling Station in the 1940s. Photo by Frank E. Butts.

End of the Interurban line

When a change in management at TCRT in 1950 decreed that, despite their fine record, all streetcars must go, abandonment of streetcar lines came quickly. Sales of the PCC cars to Mexico City, Shaker Heights, Ohio and Newark, New Jersey began in early 1953. No. 299 was among 90 cars sold to Mexico City which merely prefixed the ex-TCRT PCC car numbers with a 2. For example, TCRT car 299 became Mexico City car 2299. **Tom Rollo** read a trade journal recently that said car 2299 (incorrectly referenced in the article as ex-Pittsburgh 299) currently is in storage in Mexico City, its condition unknown.

During 1953, the Interurban line regained its pre-1947 appearance as the PCC cars gradually were pulled off the line and replaced by the old standard Lowry-built cars—but not for long.

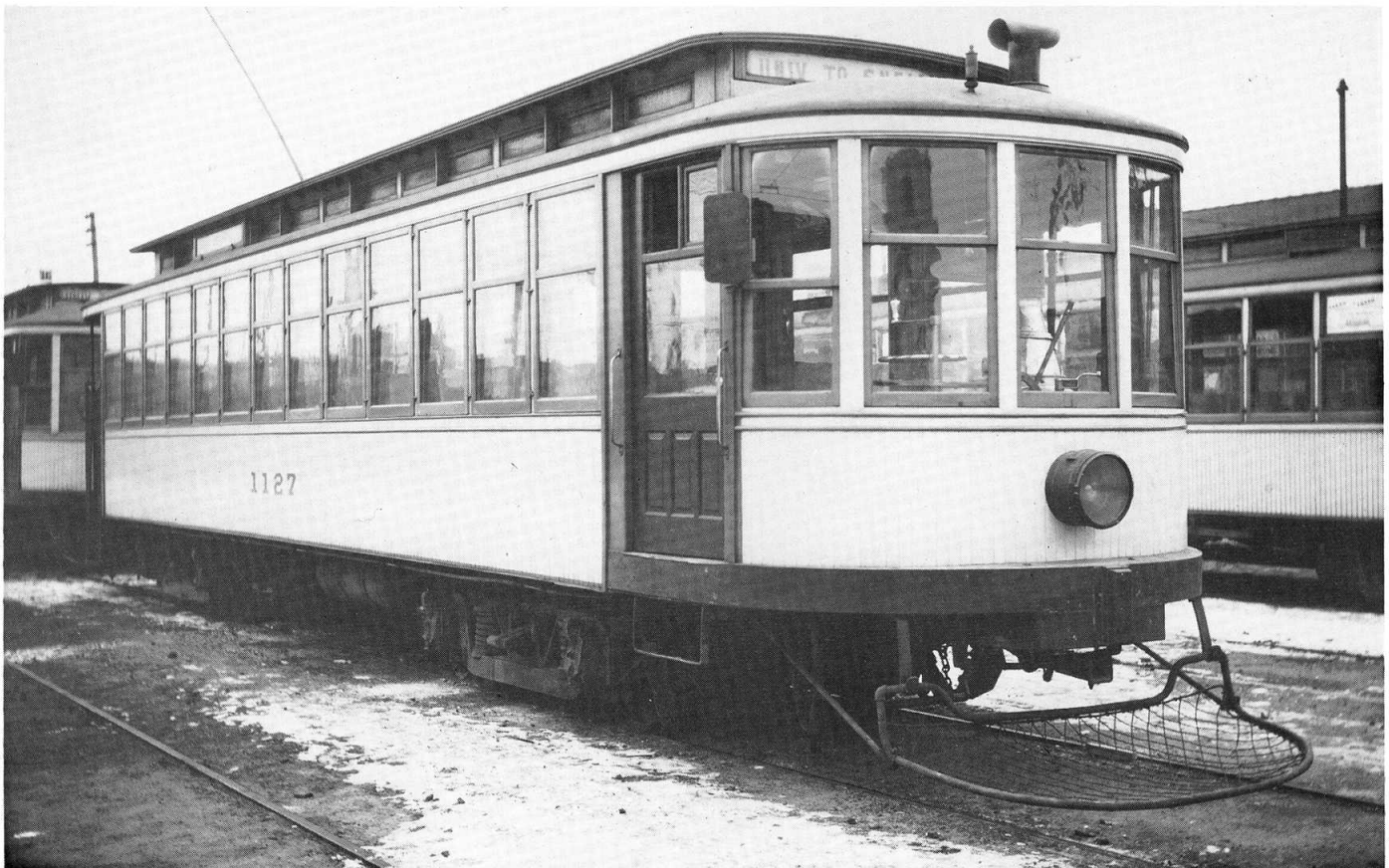
The Interurban line was the last streetcar line to be abandoned in St. Paul—on October 31, 1953. The Minneapolis end of the Interurban continued only for another month—finally bringing down the curtain on the Interurban line altogether on November 28, 1953 after 63 years of service.

Gene Corbey rode the last car to operate on the St. Paul end of the Interurban line on October 31. That car was PCC 308. It made its last nighttime lineup at 1:00



"To St. Paul" PCC car 308 eastbound at 9th and Wabasha in downtown St. Paul on Oct. 31, 1953, the last car on the last day of Interurban streetcar operation in St. Paul. Photo by Gene Corbey.

a.m. and headed for Snelling Station, arriving there at 1:30 a.m. The car was full, not of railfans, but of regular customers who seemed unaware of the importance of this last steel-wheeled nighttime ride. Gene recalled the sadness of the last operation and how it all came about, not of comfort and efficiency, but of payoffs and greed.



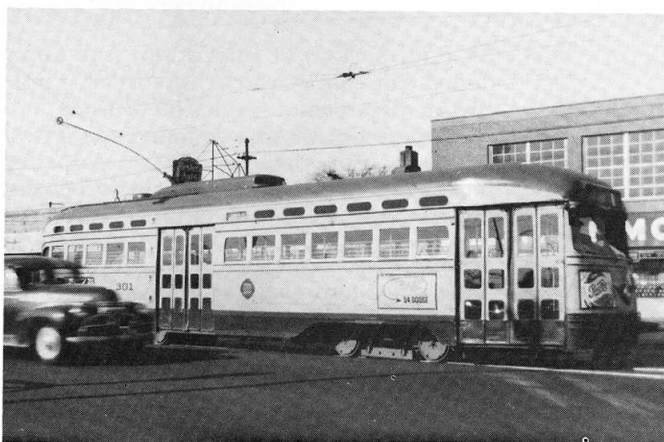
"Univ. to Snelling" gate car 1127 in its original configuration at Snelling Shops in the 1920s. Note the private motorman's door with a sliding glass window at the top. No. 1127 was rebuilt to one-man/two-man in 1932 and had

its trucks offset from center one inch for use on the Jackson St. line in St. Paul where the double tracks were laid too close together. The car was scrapped in 1939. Photo from the MTM files.

Interurban LRT line?

To this day, the Metropolitan Transit Commission, successor to TCRT, still regards the Interurban line as its premiere line. In today's economy that means it is the line that loses the *least* money. The 1981 light rail transit (LRT) study concluded that the University Av. corridor is the most feasible of several routes studied for LRT operation and the one most likely to pay for itself. The corridor follows the old Interurban streetcar route almost precisely. A new study is looking at the Interurban line in greater depth. Its findings are expected to be released later this year.

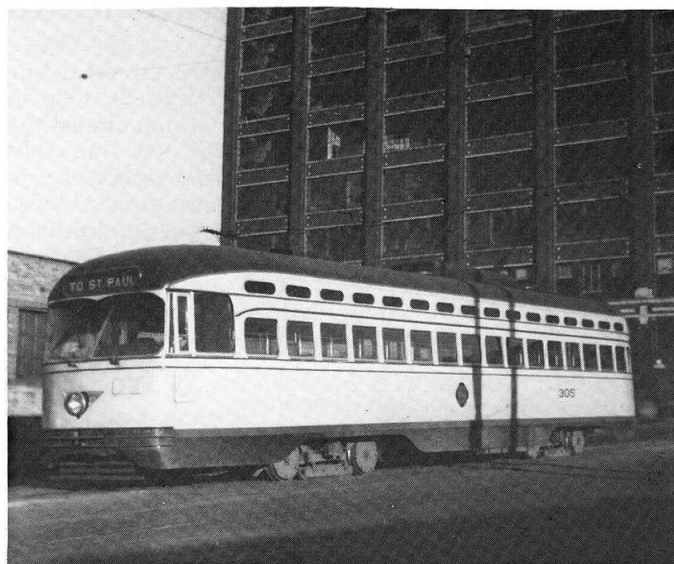
Time will tell whether or not Twin Cities residents will again experience the clean, swift travel from one city to another by rail on the nation's first interurban electric streetcar line. And who knows? Maybe that future trip on the Interurban LRT will be aboard a special charter car—No. 1300!



"To St. Paul" PCC car 301 raced against its rubber-tired competitor on University Av. in the early 1950s. Photo by Ken Fletcher.

Better than 5th and 5th

Note that the Interurban's Minneapolis terminus for many years was at the corner of Russell & Olson (in honor of our *The Electric Railways of Minnesota* author?)



Interurban PCC car 305 on 5th St. N. in downtown Minneapolis ready to back into the wye on 5th Av. N. and head back to St. Paul. The Honeywell plant is in the background. Photo by Norm Podas.

A Day in the Life of the Interurban (Oct. 21, 1947)

As shown in the following chart, the Interurban line was serviced almost totally by Snelling Station in St. Paul in 1947. At this time, all service was with newly-purchased PCC streetcars. However, the older gate cars, some from other TCRT stations, supplemented service during the morning and afternoon rush hours.

Station	Number of streetcars				
	AM	Day	PM	Nite	Owl
Snelling	57	29	67	13	2
East Side	6	0	4	0	0
North Side	6	0	3	0	0
Lake St.	2	0	0	0	0
Total	71	29	74	13	2
Speeds (mph)	10.9	11.7	10.9	12.2	13.8
System Average	11.4	12.6	11.4	12.8	14.2



THIS TRANSFER IS ISSUED SUBJECT TO FOLLOWING CONDITIONS: GOOD ONLY ON DATE PRINTED. FOR PASSENGERS TO WHOM ISSUED, FOR A CONTINUOUS RIDE, WITHOUT STOP-OVER OR THE FIRST CAR WHICH PASSENGER CAN TAKE BY GOING DIRECTLY TO THE TRANSFER POINT. TRANSFERS ARE ISSUED ONLY UPON REQUEST OF PASSENGERS AT THE TIME FARE IS PAID, EXCEPT CONTINUATION TRANSFERS WHICH ARE ISSUED ONLY AT THE TRANSFER POINT. IN CASE OF CONTINUITY REGARDING A TRANSFER, PASSENGER IS REQUESTED TO PAY REGULAR FARE AND REPORT FACTS FOR PROMPT ADJUSTMENT TO GENERAL PASSENGER AGENT

Remember when planning conventions, parties, and outing trips, the Twin City Lines furnish chartered buses and street cars at reasonable rates.

Minneapolis
Main 1214

St. Paul
Cedar 7381



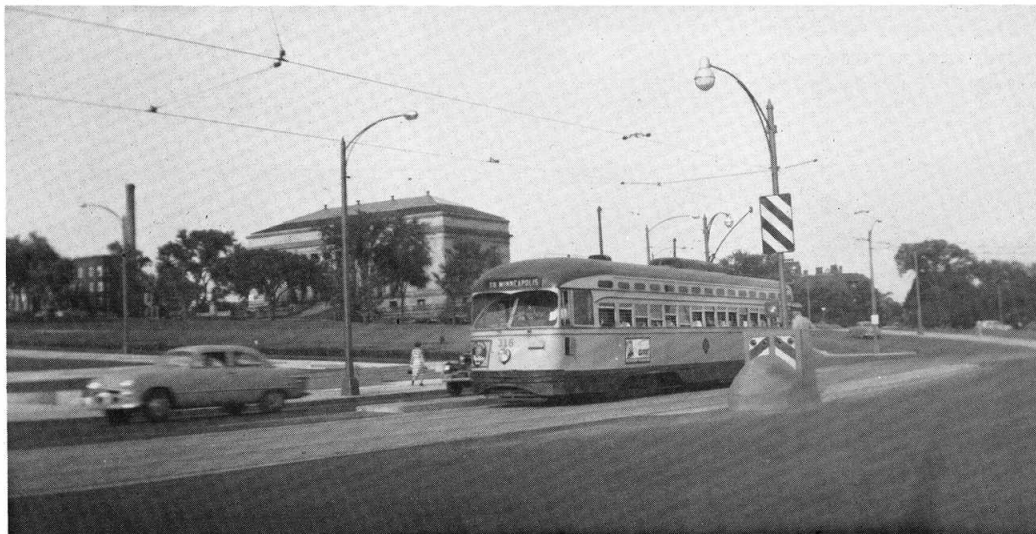
Backside of a 1940 Interurban transfer

Minneapolis-St. Paul Interurban Streetcar Line Operating Highlights

- Dec. 9, 1890: The first interurban electric streetcar line began service from the High St. loop in downtown Minneapolis (which circled the Old Union Depot on High St., Hennepin Av., Washington Av. S. and 1st Av. S.) via Washington Av. S., Washington Av. SE. and University Av. SE. to the city limits at Emerald St. SE. continuing into St. Paul on University Av. to Wabasha St. and into downtown St. Paul via a loop on Wabasha, 8th, Robert and 5th Sts.
- Aug. 1, 1891: Began U. S. Mail service.
- July 1894: From High St. loop via Washington, Hennepin, 6th St., 1st Av. S., Washington ... (rest of route unchanged).
- May 9, 1906: From High St. loop via Washington, 1st Av. N., 5th St., 2nd Av. S., Washington ...
- May 2, 1910: From wye at 1st Av. N. and 6th St., via 6th St., 2nd Av. S., Washington ...
- Feb. 9, 1914: From wye at 5th Av. N. and 5th St., via 5th St., 2nd Av. S., Washington ...
- Nov. 4, 1918: Thru-routed with **6th Av. N.** line (today known as Olson Highway) in Minneapolis (terminus at 6th and Russell Avs. N.) via 6th Av. N., 5th St., 2nd Av. S., Washington ...
- Sept. 30, 1920: From 6th Av. N. and Russell, via 6th Av. N., 5th St., 5th Av. S., Washington ...
- Sept. 3, 1921: Temporary downtown St. Paul route via Wabasha, 5th, to wye at Sibley, return via 5th, Robert, 9th, to Wabasha (rest of route unchanged).
- Oct. 29, 1921: St. Paul loop via Wabasha, 5th, Robert, 9th, Wabasha (last route change in St. Paul).
- July 11, 1923: From temporary wye in Minneapolis (due to bridge construction) at 3rd Av. N. and 5th St., via 5th St., 5th Av. S., Washington ...
- 1924: Thru-route with **6th Av. N.** line and wye of 1920 resumed.
- Nov. 10, 1934: Began one-man owl service.
- May 25, 1940: From wye at 5th Av. N. and 5th St., via 5th St., 5th Av. S., Washington ... (thru-routing with **6th Av. N.** line discontinued).
- Dec. 11, 1946: Began full PCC service using the first shipment of 40 PCC cars (Nos. 300 thru 339) plus trial car 299.
- April 4, 1952: Began extensive one-man service.
- Oct. 31, 1953: St. Paul portion of Interurban line abandoned (the last streetcar line in St. Paul). Began all one-man service on Minneapolis portion except for six two-man runs. These two-man runs were for older conductors too young to retire but too old to become bus drivers.
- Nov. 28, 1953: Interurban streetcar line abandoned (except for nonrevenue shop trips to Snelling Shops in St. Paul until June 1954).

Thanks

Many thanks to the following for their contributions to this story; **Gene Corbey, Joe Hutchinson, Al Johnson, Bill Olsen, Russell Olson, Norm Podas and Tom Rollo.** Statistical information compiled from two great books; *Interurbans Special No. 14 - Electric Railways of Minneapolis & St. Paul* (out of print) and **Russell L. Olson's** *The Electric Railways of Minnesota*.



"To Minneapolis" PCC car 315 westbound on Wabasha St. near Aurora and the State Capitol in St. Paul in 1953. Photo by Gene Corbey.

1983 ARM Convention to be at Seashore Trolley Museum

The Seashore Trolley Museum cordially invites all MTM members to the 23rd annual convention of the **Association of Railway Museums (ARM)** this fall. Come to New England and join us from Thursday evening, September 29 until Monday evening, October 3, 1983.

The Seashore Trolley Museum is the oldest and largest antique trolley car museum in the world. Started in 1939, the museum's collection now numbers over 100 streetcars. In that collection, and of most interest to Twin Cities streetcar buffs, is **TCRT gate car 1267**, given to Seashore in 1953. However, the car is not now operable, but is scheduled for future restoration.

The museum is located in the coastal town of Kennebunkport, Maine, about 90 miles north of Boston, Massachusetts and about 20 miles south of Portland, Maine. The convention hotel is located also on the coast, in Ogunquit, Maine, about 15 miles south of Seashore.

Commercial flights are available to both Boston and Portland. Amtrak service is available to Boston. Greyhound and Trailways bus service connect both cities with Ogunquit.

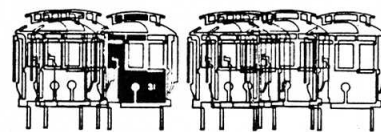
Friday will feature morning seminars at the convention hotel fol-

lowed by in-depth restoration seminars at Seashore. The seminars will feature "hands on" opportunities for typical restoration of wood and steel car parts in Seashore's well-equipped shop plus demonstration of techniques normally used in each of these fields of activity. Also included are open sessions where members, sharing an interest in a specific topic, can formally exchange ideas and experiences. Sample topics for open sessions include track construction and maintenance.

Saturday will feature the U. S. Post Office first day cancellation of the street railway stamps (see article elsewhere in this issue), seminars and rides plus the banquet in the evening.

Sunday will include the ARM Annual Meeting, various on-property and off-property activities, plus an evening at the museum including a barbeque, night operation, equipment spotted for night photography, and relaxed sociability. Car operation on Saturday and Sunday will feature the widest possible selection of streetcars and interurbans (and even trolley buses) from Seashore's worldwide collection for you to ride, photograph and operate.

Monday will include a trip to Boston for a tour of the MBTA streetcar



system aboard Seashore equipment plus informal dining as the convention winds down.

Several opportunities will exist for evening slide and movie showings. Registrants are welcome to bring slides and movies for these showings. Additionally, old movies from Seashore's collection — including some real classics — will be shown for your enjoyment.

Bring the wives and girl friends! A program is being put together for the ladies to visit the waterfront and other historical points of Portland.

Cost of the four-day convention (not including accommodations) is \$55 per registrant. The fee includes access to the seminars and to Seashore, some food and drink, and the first day postal cover. If you register by July 31, you will be given a \$5 discount. For more information on the ARM convention, names and prices of hotels and motels in the area, and registration requirements, contact MTM member **Scott Heiderich** at (612) 645-3333 or at 1966 Portland Av., St. Paul, MN 55104.

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MTM Membership Application

The all-volunteer nonprofit Minnesota transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the monthly Minnegazette magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343

Security of MTM Equipment

Minnesota Transportation Museum rolling stock stored on Minnesota Transfer Railway property in the Raymond Ave. yard has been subject to considerable vandalism. No one except railroad employees and railroad security, or members who have made prior arrangements with the vice president of restoration, should be on that property or on or near MTM's equipment -- including MTM members. MTM members who observe suspicious activity around MTM equipment should immediately notify the St. Paul police, 291-1234. MTM members who go on this property, or on or about MTM equipment there without prior arrangement with the vice president of restoration, must be regarded as trespassers.

Members. Help us get our rolling stock rolling and keep it in shape during our railroad operating season. Join us at the restoration shops every Wednesday evening, 6-9 p.m., and every Saturday, 9-5. It's all happening at the Minnesota Transfer Railway roundhouse on Cleveland Avenue in St. Paul, south of University Avenue and north of I-94. It's fun; it's educational; it's good for the MTM; and there's plenty to do.



MINNESOTA STREETCAR MUSEUM

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August 2021

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We Make Minnesota's Electric Railway History Come Alive!